

Advice for Minister for Transport and Main Roads

Subject: CAMCOS land for sale

Document ID: EE15539

- The Department of Transport and Main Roads (TMR) in partnership with the Australian Government is progressing Investment Planning for the Beerwah to Maroochydore (B2M) Rail Extension (previously known as CAMCOS).
- On 23 March 2022 [NR] Operations Manager for [NR] contacted TMR about the early acquisition of his land at [NR]. [NR] TMR formally responded to this enquiry on 1 April 2022, providing [NR] [NR] with information on the early acquisition process and appropriate contact.
- [NR] contacted TMR again on 6 June 2022 requesting to proceed through the early acquisition process for his land at [NR]. [NR]
- A portion of this land has been identified as being required for the B2M Rail extension.
- TMR North Coast emailed [NR] on 22 June 2022 advising of the early acquisition process and requesting further supporting documentation to support the claim.
- The first step is for [NR] to apply in writing to the Regional Director requesting TMR consider the application under early acquisition.
- This must include the criteria under which the application is being applied for and provide as much evidence as possible to support the hardship being experienced.
- Once this information is received from [NR] the early acquisition process can continue and will follow these steps:
 1. Application received with supporting documentation
 2. Acknowledgement of application – TMR will provide acknowledgement of the application
 3. Review application – further information/evidence may be required
 4. Final approval – the application package will be sent to the relevant approving officer who will make a determination and TMR will then advise [NR] of the outcome

Action Officer/Approved by:	Endorsed by GM	Endorsed by DDG	Endorsed by DG
Kate Carlson	Jane Brander	Sally Stannard	Neil Scales
Executive Director (Rail Planning & Projects)	General Manager (Strategic Rail)	Deputy Director General (TransLink)	Director-General
Tel: 3338 4080	Tel: 3066 7115	Tel: 3338 4158	Tel: 3066 7316
Date: 01 July 2022	Date: 01 July 2022	Date: 05 July 2022	Date: 7 July 2022

- The application process takes time and is usually between four to eight weeks for a decision from the region. This is dependent on workload and if further information is required from the applicant.
- If approved to proceed, negotiations will commence to purchase the property.

Advice for Minister for Transport and Main Roads

Subject: Caloundra EO on behalf of the Caloundra Lapidary Club about potential impacts of the Caboolture to Maroochydore Corridor Study (CAMCOS)

Document ID: EE16094

- The Department of Transport and Main Roads (TMR) contacted NR Vice President of Caloundra Lapidary Club, on 22 March 2022 to discuss the preserved Caboolture to Maroochydore corridor (now named the Beerwah to Maroochydore Rail Extension project) and the current planning underway by TMR. The information provided to NR remains current.
- The Beerwah to Maroochydore Rail Extension project is currently in the Preliminary Evaluation (PE) phase to review and refine the existing corridor, future station locations, park 'n' ride facilities and active transport provisions to ensure land use and planning is still compatible and complementary to a future rail extension.
- The Caloundra Lapidary Club is not currently impacted by the preserved corridor. Preliminary findings from the current corridor refinement underway indicates that the club is unlikely to be impacted, however, they remain a key stakeholder due to their close proximity.
- Following the PE phase in 2022, TMR will seek funding to complete a Business Case (BC) in 2023-24 for the corridor to determine the final alignment with consideration for potential staging.
- Further investment in the project will be dependent on Queensland and Australian Government consideration of the PE and BC.
- TMR will consult impacted stakeholders and communities once planning is further progressed and more details are confirmed about the alignment and proposed timing.
- I trust this information is of assistance. Should you require further information, I encourage you to contact the project team by email at SCPpublicTransport@tmr.qld.gov.au.

Action Officer/Approved by:	Endorsed by GM	Endorsed by DDG	Endorsed by DG
Kate Carlson	Jane Brander	Sally Stannard	Neil Scales
Executive Director – Rail Planning and Projects	General Manager – Strategic Rail	Deputy Director-General – Translink	Director-General
Tel: 3338 4080	Tel: 3066 7115	Tel: 3338 4158	Tel: 3066 7316
Date: 1 September 2022	Date: 6 September 2022	Date: 7 September 2022	Date: 7 September 2022

Department of Transport and Main Roads
Decision Brief
MBN25964

To: Minister for Transport and Main Roads

SUBJECT: Proposed HiVe page for Direct Sunshine Coast Rail Line	URGENT: Decision requested as soon as possible to publish new page and allow stakeholders to register interest in project updates.
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Summary

- Approval is being sought to publish a new project page on the HiVe (the Department of Transport and Main Roads' (TMR) online consultation platform) in April 2023. This page would provide project information and a tool to allow interested stakeholders to register for project updates for the Direct Sunshine Coast (DSC) Rail Line project (**Attachment 1**).
- This initial HiVe page includes project information similar to that on the current TMR corporate webpage (**Attachment 2**).

Recommendations

- That you approve the new HiVe page for the DSC Rail Line project to be published (**Attachment 1**).

Background

- The DSC Rail Line project proposes to undertake consultation as part of the business case being undertaken in 2023.
- In February 2023, you approved a proposed community consultation approach to undertake community consultation for the DSC Rail Line project, Kawana Motorway, Mooloolah River Interchange (MRI) and Sunshine Coast Public Transport (SCPT) project concurrently in mid-2023 (MBN25743).
- Communications materials are being developed separately for this joint consultation approach. Those materials will be provided for approval in a separate brief later in April 2023, including an update to this initial HiVe page.

Key Issues

- The current TMR corporate webpage provides interested stakeholders with an overview of the DSC Rail Line project (**Attachment 2**). Due to webpage constraints, this page does not enable interested stakeholders to easily subscribe for future project/consultation updates.
- Allowing interested stakeholders to subscribe for future project/consultation updates will help ensure TMR can provide accurate and timely updates to the community as required.
- The proposed new project page on the HiVe (TMR's online consultation platform) would offer an opportunity to provide project information (complement the TMR corporate webpage) and a tool to allow interested stakeholders to register for project updates for the DSC Rail Line project (**Attachment 1**).
- Interest in the DSC Rail Line project is expected to increase further due to the expected upcoming launch of the final Southern Sunshine Coast Public Transport Strategy and media coverage about rail to the Sunshine Coast.

Action Officer:
Anne-Marie Moxham
A/Executive Director Rail
Planning & Projects
Tel: 3338 4080
Date: 3 April 2023

Endorsed by:
Kate Carlson
A/General Manager
Strategic Rail
Tel: 3338 4080
Date: 5 April 2023

Endorsed by: DDG
Sally Stannard
Deputy Director General
Tel: 3338 4158
Date: 6 April 2023

Endorsed by: DG
Neil Scales
Director-General
Tel: 3066 7316
Date: 11 April 2023

Financial Implications

- There are no financial implications to the DSC Rail Line project to publish a new HiVe page.

Consideration of the *Human Rights Act 2019* (HR Act)

- The HR Act was considered when making the recommendations outlined in this brief, and there are no impacts to human rights.

Consultation with Stakeholders

- The proposed new project page on the HiVe will allow interested stakeholders to subscribe for future project/consultation updates and assist TMR to reach as many interested stakeholders as possible as part of future communications campaigns for the DSC Rail Line project.

Employment

- There are no employment impacts associated with this matter.

Media

- There are no media impacts associated with this matter

Election Commitments

- This matter does not relate to an election commitment.

Government Objectives

- This project supports the Queensland Economic Recovery Plan by Building Queensland: Drive investment in the infrastructure that supports the State's economy and jobs, builds resilience and underpins future prosperity.

Summary of Actions

- That you approve the new HiVe page for the DSC Rail Line project to be published (**Attachment 1**).

Minister's comments:

Approved / Not Approved

Minister's signature.....

Date

[Home](#)
[Contact us](#)

Direct Sunshine Coast Rail Line (DSC)

A new rail line to connect our communities

Planning for a new rail line

We're planning for the Direct Sunshine Coast Rail Line - a proposed new 270m heavy rail line connecting the Sunshine Coast community between Beerwah, Caboolture and Manlywood to Hurstville Bay, Brisbane and beyond.

The new rail line would go in with the 'Sunshine Coast Hub' transport project to increase public transport opportunities for the growing Sunshine Coast community, as outlined in the draft 'Vision Sunshine Coast Public Transport Strategy'. The rail line is proposed to be larger and medium distance travel with local stops by active transport and bus, and the proposed Sunshine Coast Public Transport project.

Project planning

TMR is undertaking the planning for the Direct Sunshine Coast Rail Line.

This project builds upon planning completed in 2011 by the Caboolture to Manlywood Corridor Study (CMACS). A corridor profile was determined, and land preserved (protection from development), as part of that planning.

TMR is now reviewing the preserved corridor and considering refinements to the alignment and station locations, we are also evaluating potential staging plans for construction to meet passenger demand and land use outcomes across the region. This planning will include a detailed analysis of design, risks, financials, economics, environmental impacts, community impacts and offsets.

The planning will also consider government involvement and timelines for construction decisions.

Corridor (route) map

Major Direct Sunshine Coast Rail Line corridor

Further details about the corridor, including station locations and active transport connections, will be provided in planning documents.

Timeline

2022-2024

Government planning

Future stages

Following completion and approval of the investment planning, TMR will seek funding for detailed design and construction of the proposed corridor and associated infrastructure.

Next steps

Travel options for the future

TMR is planning for both road and public transport projects to get the Sunshine Coast's growing number of residents and visitors where they need to go. Key projects have been considered in the planning for this project.

- ☑ Sunshine Coast Public Transport project
- ☑ Expansion to Manlywood (BRT) bus
- ☑ Kilsnoe Motorway
- ☑ Australian River Interchange (ARI)
- ☑ Caloundra Road/Kilsnoe Way Link
- ☑ Road/Rail Creek Atterall Road (CAR)
- ☑ Interchange

Contact us

Have a question or want to learn more about the project? Contact us today.

Phone: (07) 5561 7000

Email: sc@transport.qld.gov.au

Website: www.dsc.qld.gov.au

For writing Direct Sunshine Coast Rail Line, Department of Transport and Main Roads, North Coast Region, PO Box 1000, MAROOCHYDORE QLD 4408

Connecting the growing Sunshine Coast region

Congestion-free journeys

Reliable journey times

More accessible public transport

Growing the region's economy

Did you know?

The Direct Sunshine Coast Rail Line Project Assessment Framework is a key project in critical stages, from the initial assessment of the 'Vision Sunshine Coast' through to business case and delivery of a project plan and delivery of a project plan to ensure it meets strategic objectives and achieves value for money. For more information about the project, click here.

The DSC Rail Line project is a key project in the region's long-term planning for the future of the Sunshine Coast.

TMR has launched a 'DSC Rail Connect' for sharing the rail network to meet the future needs of the growing South Coast Queensland region. This launched online tool is for providing the region with a way to see the Sunshine Coast Rail Line, which will transform the way our rail network operates and how customers travel by train in QLD. The DSC Rail Line planning is identified as a key initiative.

For more project information on what's happening in your region visit www.dsc.qld.gov.au

When Queensland Government consultations can also be found at www.qldconsult.qld.gov.au

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The HIVE

Direct Sunshine Coast Rail Line, planning

North Coast Region

Queensland Transport and Road Investment Program

Location

Sunshine Coast rail corridor

Planning

Investment planning underway

Status

Planning

Central West

Darling Downs

Far North Queensland

Flinders

Hawkey/Whitsunday

Metropolitan

North Coast

North West Queensland

Northern Queensland

South Coast

South West

Wide Bay/Burnett

We are planning for a proposed passenger rail corridor between Beerwah and Maroochydore to increase public transport opportunities for the growing Sunshine Coast community.

The Queensland Government in partnership with the Australian Government are progressing investment planning for the Direct Sunshine Coast Rail Line project.

The builds upon planning completed in 2001 by the Caboolture to Maroochydore Corridor Study. The purpose of the study was to determine the need for a new public transport corridor with consideration for mode, route, station locations, transfer, public transport integration and staging between Beerwah and the Sunshine Coast Airport.

This project will review the preserved corridor and consider refinements to the alignment and station locations as well as potential staging plans to meet passenger demand and land use outcomes within the region.

This planning will also include a review of key road/rail interfaces along the proposed rail corridor including the Kaweraa Motorway, Mooloolah River Interchange and Budjerah Mooloolah Road Interchange.

The department is also planning for the Sunshine Coast Public Transport project. Together these projects will provide a connected public transport network for the southern Sunshine Coast area.

Benefits

 Improves safety	 Increases capacity
 Improves network efficiency	 Increases car parks
 Accessibility	 Reduces travel time
 Contributes to economy	 Contributes to regional growth
 Better active transport	 Reduces peak hour congestion

Key features

- A 17km rail extension between Beerwah and Maroochydore to increase public transport opportunities.
- New stations along the corridor.
- Park 'n' ride and associated facilities to increase accessibility.
- Active transport provisions along the corridor to improve safety and encourage these transport modes.
- Maintenance access, staging and operational facilities.

Funding

This planning project is jointly funded by the Australian and Queensland governments on a 50:50 basis with a commitment of \$6 million. Investment ID: 2548048



Current status

Investment planning for the Beerwah to Maroochydore rail extension is underway.

Sustainability

The sustainability assessment will be linked to specific targets and objectives within the Infrastructure Sustainability Management Plan to optimise environmental, social, economic and governance outcomes.

The project aims to achieve a formal Infrastructure Sustainability Control rating of 'satisfactory' for both design and as-built phases of construction.

Planning location map



Related projects

Beerwah to Bundoor Rail Upgrade (Stage 1)

The Beerwah to Bundoor Rail Upgrade will provide additional track capacity and reliability, enabling faster train services and increased passenger and freight services to the growing Sunshine Coast region.

North Coast Contributor

Direct Sunshine Coast Public Transport Strategy

Building on the foundation of previous transport planning for the Sunshine Coast region, we have developed the Direct Sunshine Coast Public Transport Strategy.

North Coast

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Department of Transport and Main Roads
Decision Brief
COM1162

To: Minister for Transport and Main Roads and Minister for Digital Services

SUBJECT: Community consultation materials for the Direct Sunshine Coast (DSC) Rail Line, Kawana Motorway, Sunshine Coast Public Transport (SCPT) project and Sunshine Motorway, Mooloolah River Interchange (MRI) Upgrade	URGENT: Decision requested as soon as possible to allow engagement activities to commence late May/early June 2023.
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Summary

- In early-2023, the Department of Transport and Main Roads (TMR) progressed MBN25743 seeking your approval to undertake consultation for the DSC Rail Line, Kawana Motorway, SCPT and the Sunshine Motorway, MRI Upgrade projects concurrently in mid-2023.
- The combined consultation approach will help better inform and educate the community on the need for all major projects and demonstrate the need for integrated planning being undertaken for each.
- A suite of materials has been developed with the same look and feel (**Attachment 1**) which includes overarching material as well as individual project material.
- TMR is now progressing associated materials for this consultation for your approval. Please note, three weeks will be required to allow bookings and printing of materials once your approval is received.

Recommendations

- That you approve:
 - overarching communications and engagement materials to support the overall consultation (**Attachment 2**) communications and engagement materials provided for individual projects, including:
 - DSC Rail Line (**Attachment 3**)
 - Kawana Motorway (**Attachment 4**)
 - SCPT project (**Attachment 5**)
 - MRI Upgrade (**Attachment 6**)
 - Irrelevant Information
 -
- That you note:
 - Irrelevant Information
 - Mr Jason Hunt MP, Member for Caloundra and Mr Rob Skelton MP, Member for Nicklin will be provided a briefing prior to consultation.

Action Officer:
Scott Whitaker

Regional Director (North Coast)

Tel: 5451 7071
Date: 21 April 2023

Endorsed by:
Ann-Maree Knox

General Manager (Program Delivery and Operations)

Tel: 3066 2301
Date: 17 May 2023

Endorsed by: DDG
Julie Mitchell

Deputy Director-General (Infrastructure Management and Delivery)

Tel: 3066 2245
Date: 18 May 2023

Endorsed by: DG
Neil Scales

Director-General

Tel: 3066 7316
Date: 19 May 2023

- That you approve TMR to offer briefings to the following elected representatives:
 - Mr Jarrod Bleijie MP, Member for Kawana
 - Ms Fiona Simpson MP, Member for Maroochydore
 - Mr Brent Mickelberg MP, Member for Buderim
 - Mr Dan Purdie MP, Member for Ninderry
 - Mr Andrew Wallace MP, Member for Fisher
 - Mr Ted O'Brien MP, Member for Fairfax
 - Councillor Mark Jamieson, Mayor, Sunshine Coast Council (SCC).
- That you note this consultation is planned to commence from early June 2023 for a four-week period.

Background

- TMR's North Coast Region is undertaking planning and design for numerous road and public transport projects in the same area of the Sunshine Coast (in and around the Caboolture to Maroochydore Corridor Study (CAMCOS) corridor).
- As these projects impact many of the same key stakeholders, community engagement will be undertaken as a coordinated approach and include a branded suite of materials. Engagement material for the public transport projects, including DSC and SCPT, has been branded to align with the design of the Southern Sunshine Coast Public Transport Strategy (SSCPTS). The overarching material, along with material for MRI and Kawana Motorway, have been developed with the same look and feel for consistency.
- Overarching material that incorporates messaging for all four projects and the need for each of them has been developed to bring these projects together. This includes an overarching newsletter, HiVE page, social media posts, radio advertising and stakeholder notifications. A video will also be developed and progressed for approvals with the media statement however a draft script has been included (**Attachment 2**).
- The level of engagement to be undertaken for each project include:
 - DSC Rail Line (Consult) – consultation is being undertaken as part of the business case development being undertaken in 2023. The community will have the opportunity to provide comment on the existing alignment from Beerwah to Maroochydore and provide feedback about station locations and active transport connections. Engagement material for DSC is consistent with the branding for SSCPTS and is coloured green to match the Central Corridor identified in the strategy (**Attachment 3**)

Irrelevant Information

Key Issues

- Community feedback provided during previous consultation for the MRI Upgrade and Kawana Motorway projects indicated the community is concerned about road projects precluding delivery of passenger rail in the CAMCOS corridor. Community members raised concerns that further information about the planned rail project was not available at the time.
- Irrelevant Information
- Concurrent consultation periods with combined information sessions have been planned to help mitigate community concerns about the delivery and prioritisation of these projects and demonstrates that TMR is integrating planning for these major projects.
- TMR will engage with funding partners for these projects—the Department of Infrastructure, Transport, Regional Development, and Communications, and SCC—to confirm their support of the proposed approach to consultation.
- Irrelevant Information
-
- A second round of consultation will be proposed for DSC in late 2023, once further technical investigations are undertaken and after feedback from this first round can be considered and incorporated into the business case. This is likely to be in conjunction with a second round of consultation for SCPT.
- The DSC project will have newly identified property impacts. The numbers and details for this are not yet confirmed and this is expected to be further refined as technical investigations for the business case progress this year. It is proposed that newly identified impacted property owners are notified of this impact/requirement when the impacts are confirmed with more certainty in a second round of consultation in late 2023.

Financial Implications

- Costs associated with developing communications materials and executing the proposed consultation will be absorbed within the respective project budgets.

Consideration of the *Human Rights Act 2019* (HR Act)

- The HR Act was considered when making the recommendations outlined in this brief, and there are no impacts to human rights.

Consultation with Stakeholders

- The consultation will be carried out through traditional and online communication and engagement methods.
- The consultation will be largely facilitated through TMR's online engagement platform, the HiVE. An overarching landing page (**Attachment 2.2**) has been developed which provides links to each of the individual project pages. Materials will point to these pages where users can find out more information about the projects and provide feedback.
- The consultation will be promoted via widespread radio (**Attachment 2.5**) and social media advertising (**Attachment 2.4**), and direct notifications to key stakeholders (**Attachment 2.6**).

- A series of drop-in information sessions have been planned to enable community members to speak with project teams. These will be held at various venues within the project area. Two information sessions will be held with all project teams in attendance, then smaller information sessions will be undertaken in various locations with one or two of the project teams where the interest will be higher.
- A series of static displays will also be established at venues within the project area.
- A mass distribution of the overarching flyer (**Attachment 2.3**) encompassing all projects is proposed to properties within the project area and surrounds. Individual flyers for each of the projects will be available at information sessions.
- TMR will provide an in-person briefing with Traditional Owners, Kabi Kabi, to provide information on all four projects ahead of the widespread consultation.

Irrelevant Information

- TMR will also provide a briefing to Mr Jason Hunt MP, Member for Caloundra and Mr Rob Skelton MP, Member for Nicklin regarding the consultation. TMR is seeking your approval to offer briefings to other elected representatives in the area once consultation commences.

Employment

- There are no employment impacts associated with this matter.

Media

- A media statement announcing the start of this consultation is being progressed for your consideration via TMR's Media Unit.

Election Commitments

- This matter does not relate to an election commitment.

Government Objectives

- This project supports the Queensland Economic Recovery Plan by Building Queensland: Drive investment in the infrastructure that supports the State's economy and jobs, builds resilience and underpins future prosperity.

Summary of Actions

- That you approve:
 - overarching communications and engagement materials to support the overall consultation (**Attachment 2**) communications and engagement materials provided for individual projects, including:
 - DSC Rail Line (**Attachment 3**)
 - Kawana Motorway (**Attachment 4**)
 - SCPT project (**Attachment 5**)
 - MRI Upgrade (**Attachment 6**)

Irrelevant Information

- That you note:

Irrelevant Information

- Mr Jason Hunt MP, Member for Caloundra and Mr Rob Skelton MP, Member for Nicklin will be provided a briefing prior to consultation.
- That you approve TMR to offer briefings to the following elected representatives:
 - Mr Jarrod Bleijie MP, Member for Kawana
 - Ms Fiona Simpson MP, Member for Maroochydore
 - Mr Brent Mickelberg MP, Member for Buderim
 - Mr Dan Purdie MP, Member for Ninderry
 - Mr Andrew Wallace MP, Member for Fisher
 - Mr Ted O'Brien MP, Member for Fairfax
 - Councillor Mark Jamieson, Mayor, SCC.
- That you note this consultation is planned to commence from early June 2023 for a four-week period.

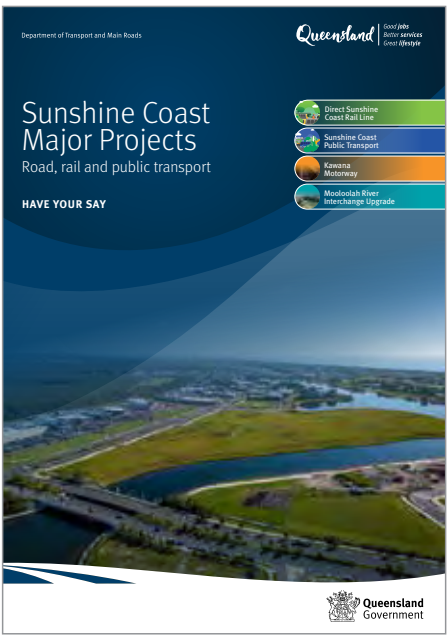
Minister's comments:

Approved / Not Approved

Minister's signature.....

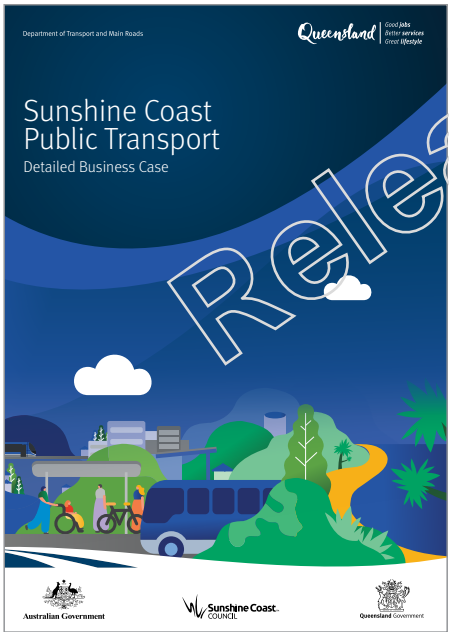
Date/...../.....

PARENT NEWSLETTER



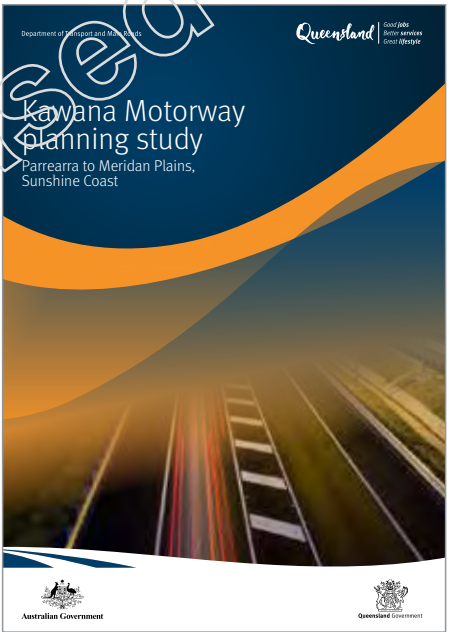
QG NAVY

PROJECT NEWSLETTER



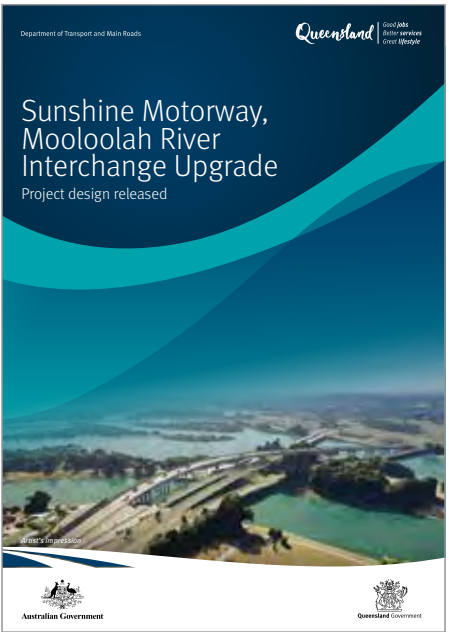
SCPT STRATEGY
COASTAL CORRIDOR

PROJECT NEWSLETTER



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PROJECT NEWSLETTER



CORPORATE TMR
UNLEASH POTENTIAL

PROJECT NEWSLETTER



QG GREEN

Department of Transport and Main Roads
Decision Brief
COM1126

Attachment 2 – Overarching Engagement material

2.1 Project snapshot

2.2 HiVE page

2.3 Newsletter

2.4 Social media posts

2.5 Radio advertising script

2.6 Stakeholder notification

2.7 Video script

Released under RTI - DTMR

North Coast Region combined consultation for major projects

Project snapshot – April 2023

The Department of Transport and Main Roads' (TMR) North Coast Region (NCR) is undertaking planning and design for numerous road and public transport projects in the same area of the Sunshine Coast (in and around the Caboolture to Maroochydore Corridor Study, CAMCOS corridor). These projects impact many of the same key stakeholders therefore a coordinated approach for engagement is being undertaken.

Situation

The Sunshine Coast is growing faster than any other region in Queensland. By 2041, more than half a million people will call the coast their home. That's an increase of around 45 per cent, an additional 160,000 people.

These projects will help reduce time people spend in congestion away from the people and things they love, and give everyone greater choice about how they get where they need to be, and back home again.

TMR is preparing the region for future growth, and providing more accessible, sustainable and efficient ways for everyone to travel.

Four of these projects are interconnected and are at key points in the planning and design phases:

- Direct Sunshine Coast (DSC) Rail Line
- Sunshine Motorway, Mooloolah River Interchange (MRI) Upgrade
- Kawana Motorway
- Sunshine Coast Public Transport (SCPT) project.

These projects will help shape the Sunshine Coast region for generations to come.

NCR is planning to undertake communications and community consultation for these projects concurrently.

Solution

While each of these projects are at a different stage of planning and design, they are all interconnected and are proposed to be delivered in the same geographical area, with each project requiring some level of consultation or informing the community to be undertaken in 2023.

Undertaking communications and community consultation for these at the same time will allow TMR to provide as much information as possible to the community and answer anticipated questions and project integration and impacts.

It will also assist in educating the community about the requirement and complementary benefits of each of the projects, as previous community comments have demonstrated a perception that not all of them are required.

Benefits

Direct Sunshine Coast Rail Line

- Builds upon planning completed in 2001 by the Caboolture to Maroochydore Corridor Study (CAMCOS).
- The Queensland Government has committed \$14 million towards this detailed business case and is working in partnership with the Australian Government.
- Investigates a 37km rail extension between Beerwah and Maroochydore, to confirm station locations, alignment, staging, construction timeframes and cost.



- Will include park 'n' rides and active transport provisions.
- Will connect economic centres of the Sunshine Coast and connect with the North Coast Line and Sunshine Coast Public Transport project.
- Shares a corridor with the Kawana Motorway and travels through the MRI project.
- Will deliver better regional connections between the Sunshine Coast, Moreton Bay and Brisbane regions.

Sunshine Motorway, Mooloolah River Interchange

- The Australian Government and Queensland Government jointly committed \$320 million on a 50:50 (federal:state) basis to deliver Stage 1 of the project.
- Stage 1 will deliver a new road overpass from Nicklin Way to Brisbane Road and a new local road connection between Mountain Creek and Mooloolaba. These local road connections will separate local traffic from high-speed motorway traffic and reduce traffic weaving — a well-known issue at the interchange.
- Future stages include a new river crossing to connect the Sunshine Motorway and Kawana Motorway, major upgrade of the interchange and upgrade of the Sunshine Motorway.
- A design layout has been developed for the entire MRI Upgrade project. It considers community feedback received during project planning, as well as a range of technical, design and on-site investigations undertaken over the last 18 months.

Kawana Motorway

- \$2.6 million business case, funded by the Australian Government as part of the Southern Sunshine Coast Roads Improvement Study
- Would form part of a new north–south motorway link from the Bruce Highway to the existing Sunshine Motorway.
- Provides an alternative route to the Bruce Highway for motorists travelling within the region, helping reduce traffic on Nicklin Way and Kawana Way through a direct connection to the Mooloolah River Interchange.

Sunshine Coast Public Transport project

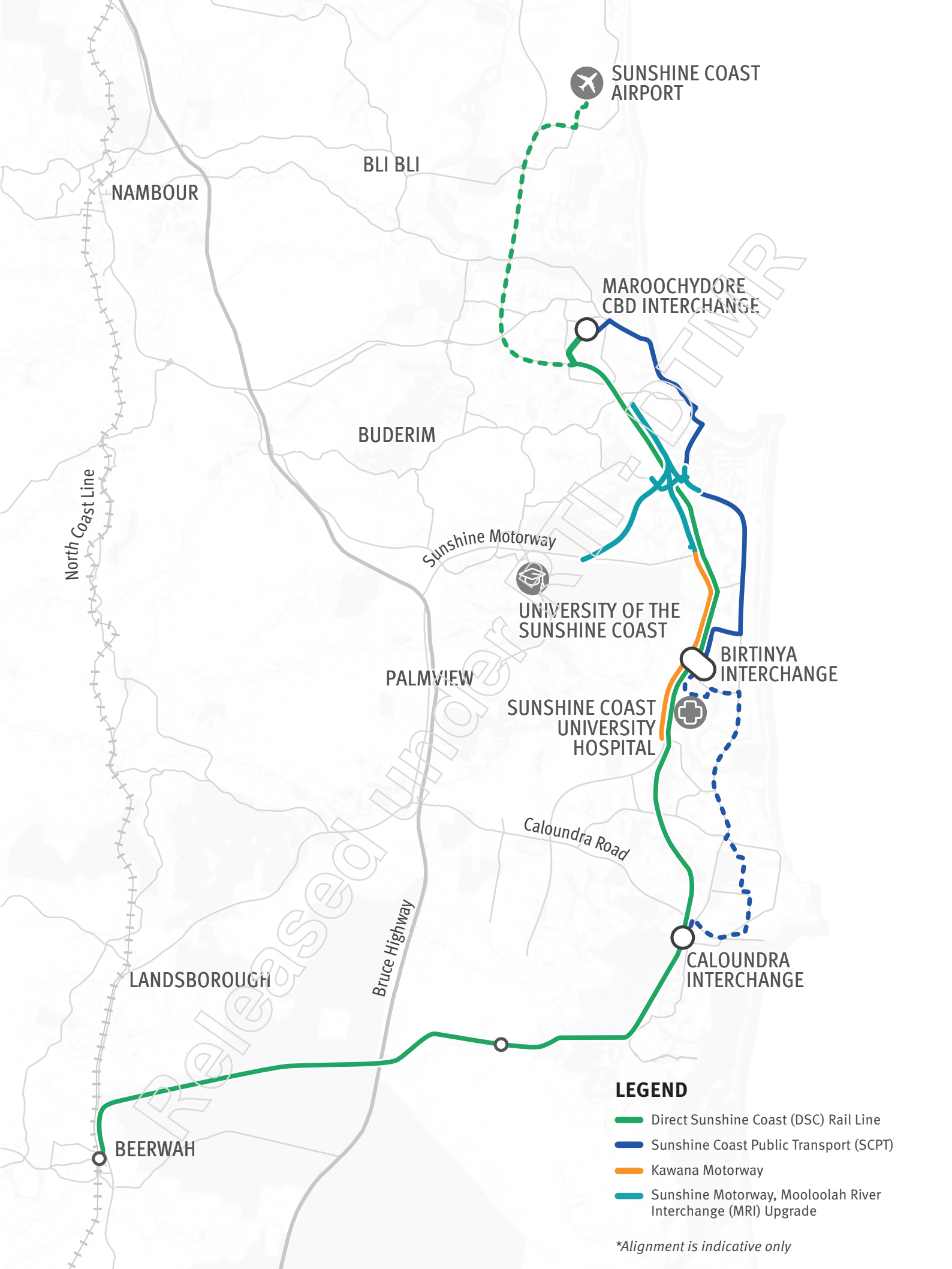
- \$15 million detailed business case, funded equally by the Australian Government, Queensland Government and Sunshine Coast Council (SCC).
- Explores solutions for an enhanced public transport connection between Maroochydore and Birtinya, with a possible extension to Caloundra.
- Builds on work previously undertaken by SCC through its Mass Transit Options Analysis endorsed in 2021.
- Will help reduce the reliance on private vehicles and enable greater local, intra-regional travel, providing connections to other public transport services and the Direct Sunshine Coast Rail Line.

Stakeholders and consultation

- Honourable Mark Bailey MP, Minister for Transport and Main Roads

Elected representatives (all levels of government):

- Mr Jason Hunt MP, Member for Caloundra
- Mr Rob Skelton MP, Member for Nicklin
- Mr Jarrod Bleijie MP, Member for Kawana
- Ms Fiona Simpson MP, Member for Maroochydore
- Mr Brent Mickelberg MP, Member for Buderim
- Mr Andrew Powell MP, Member for Glass House
- Mr Andrew Wallace MP, Member for Fisher
- Mr Ted O'Brien MP, Member for Fairfax
- Councillor Mark Jamieson, Mayor, Sunshine Coast Council
- Traditional owners, Kabi Kabi people.

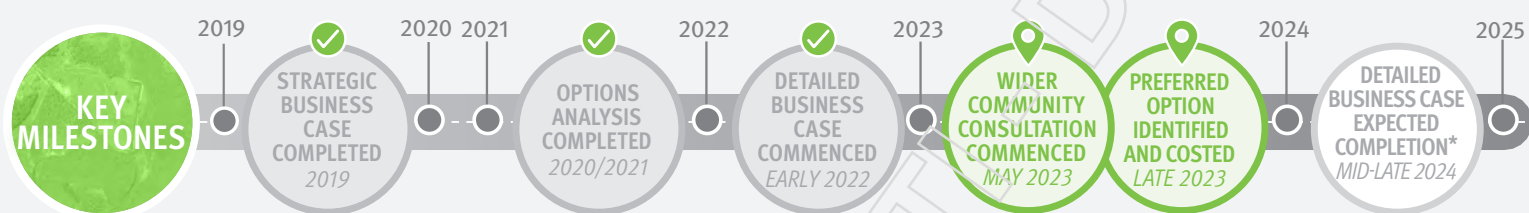


Timelines - project milestones

Direct Sunshine Coast Rail Line



Sunshine Coast Public Transport project

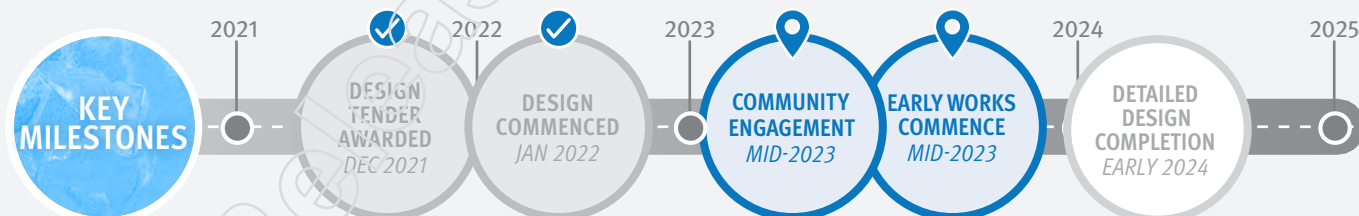


*subject to assurances and approvals.

Kawana Motorway



Sunshine Motorway, Mooloolah River Interchange



Sunshine Coast Major Projects

Have your say on major road, rail and public transport projects



Home

The Department of Transport and Main Roads (TMR) is planning for several major road, rail and public transport projects, including active transport, across the Sunshine Coast

The Sunshine Coast is growing faster than any other region in Queensland.

By 2041, more than half a million people will call the coast their home, which is an increase of around 45%, or an additional 160,000 people.

TMR is preparing the region for this transformation, and providing more accessible, sustainable and efficient ways for everyone to travel.

There are 4 projects that hold the key to unlocking future growth and unblocking the bottlenecks, and are essential to ensuring the Sunshine Coast remains a great place to live, work and visit well into the future.

These projects will help reduce the time we spend in congestion away from the people and things we love, and give greater choice about how we get where we need to be, and back home again.



Direct Sunshine Coast Rail Line

A new 37km passenger rail line connecting the Sunshine Coast community between Beerwah, Caloundra and Maroochydore to Brisbane and beyond.

[View the corridor and station locations >](#)



Sunshine Coast Public Transport

An enhanced public transport connection between Maroochydore and the Sunshine Coast University Hospital at Birtinya, with a possible extension to Caloundra.

[Tell us what is important to you >](#)



Kawana Motorway

A direct connection between Parrearra and Meridan Plains, parallel to Kawana Way and part of a new high-speed alternative to the Bruce Highway.



Mooloolah River Interchange

A multi-stage interchange upgrade including an overpass (river crossing) to connect the Sunshine Motorway to the new Kawana Motorway and an overpass between Nicklin Way and Brisbane Road.

Project integration

Click to view a map showing how these 4 key projects are connected.



Other major projects

There are many more projects being planned and delivered across the Sunshine Coast to improve the broader transport network.

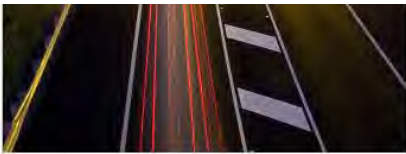


To get the full picture of projects in the pipeline, click to view an interactive map.

Contact us

Have a question or want to learn more?

- Phone (07) 5451 7055
- Email northcoast@tmr.qld.gov.au
- In writing Department of Transport and Main Roads
North Coast Region
PO Box 1600
MAROOCHYDORE QLD 4558



Kawana Motorway

A direct connection between Parrearra and Meridan Plains, parallel to Kawana Way and part of a new high-speed alternative to the Bruce Highway.

[Take a look at the concept designs >](#)



Mooloolah River Interchange

A multi-stage interchange upgrade including an overpass (river crossing) to connect the Sunshine Motorway to the new Kawana Motorway and an overpass between Nicklin Way and Brisbane Road.

[See the preliminary design >](#)

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PO Box 1600
MAROOCHYDORE QLD 4558

Pop-up information sessions

Come along and speak to the project team. Some sessions are combined with the Direct Sunshine Coast Rail Line, Sunshine Coast Public Transport project, Mooloolah River Interchange, Kawana Motorway and Beerburrum to Nambour Rail Upgrade.



Tuesday 6 June 2023 03:00 pm – 07:00 pm

Venue 114

Please book a timeslot to help us with planning these sessions.



Wednesday 7 June 2023

Beerbwah

For more project information on what's happening in your region visit www.tmr.qld.gov.au/Projects

Other Queensland Government consultations can also be found at www.getinvolved.qld.gov.au

Copyright

Disclaimer

Right to information

Contact us

Facebook

Twitter

LinkedIn

Sunshine Coast Major Projects map

Home

There are many transport projects in the pipeline for the Sunshine Coast. Click on the 'hotspots' on the map below to learn more about projects being planned and delivered across the region.



Alignments shown are indicative only

For more project information on what's happening in your region visit www.tmr.qld.gov.au/Projects
Other Queensland Government consultations can also be found at www.getinvolved.qld.gov.au

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Sunshine Coast Major Projects

Road, rail and public transport

HAVE YOUR SAY



Direct Sunshine
Coast Rail Line



Sunshine Coast
Public Transport



Kawana
Motorway



Mooloolah River
Interchange Upgrade

Released under RTI -



Queensland
Government

The Department of Transport and Main Roads (TMR) is planning and designing several major road, rail and public transport projects, including active transport, across the Sunshine Coast.

The Sunshine Coast is growing faster than any other region in Queensland.

By 2041, more than half a million people will call the Sunshine Coast their home. That's an increase of around 45 per cent, an additional 160,000 people.

We're preparing the region for this transformation, and providing more accessible, sustainable and efficient ways for everyone to travel.

Four projects hold the key to unlocking future growth and unblocking the bottlenecks, and are essential to ensuring the Sunshine Coast remains a great place to live, work and visit well into the future.



Direct Sunshine Coast Rail Line

A new 37 kilometre passenger rail line connecting the Sunshine Coast community between Beerwah, Caloundra and Maroochydore to Moreton Bay, Brisbane and beyond.



HAVE YOUR SAY

www.yoursay-projects.tmr.qld.gov.au/direct-sunshine-coast-rail-line



Sunshine Coast Public Transport

An enhanced public transport connection between Maroochydore and the Sunshine Coast University Hospital at Birtinya, with a possible extension to Caloundra.



HAVE YOUR SAY

www.yoursay-projects.tmr.qld.gov.au/sunshine-coast-public-transport



Kawana Motorway

A direct connection between Parrearra and Meridan Plains, parallel to Kawana Way and part of a new high-speed alternative to the Bruce Highway.



HAVE YOUR SAY

www.yoursay-projects.tmr.qld.gov.au/kawana-motorway



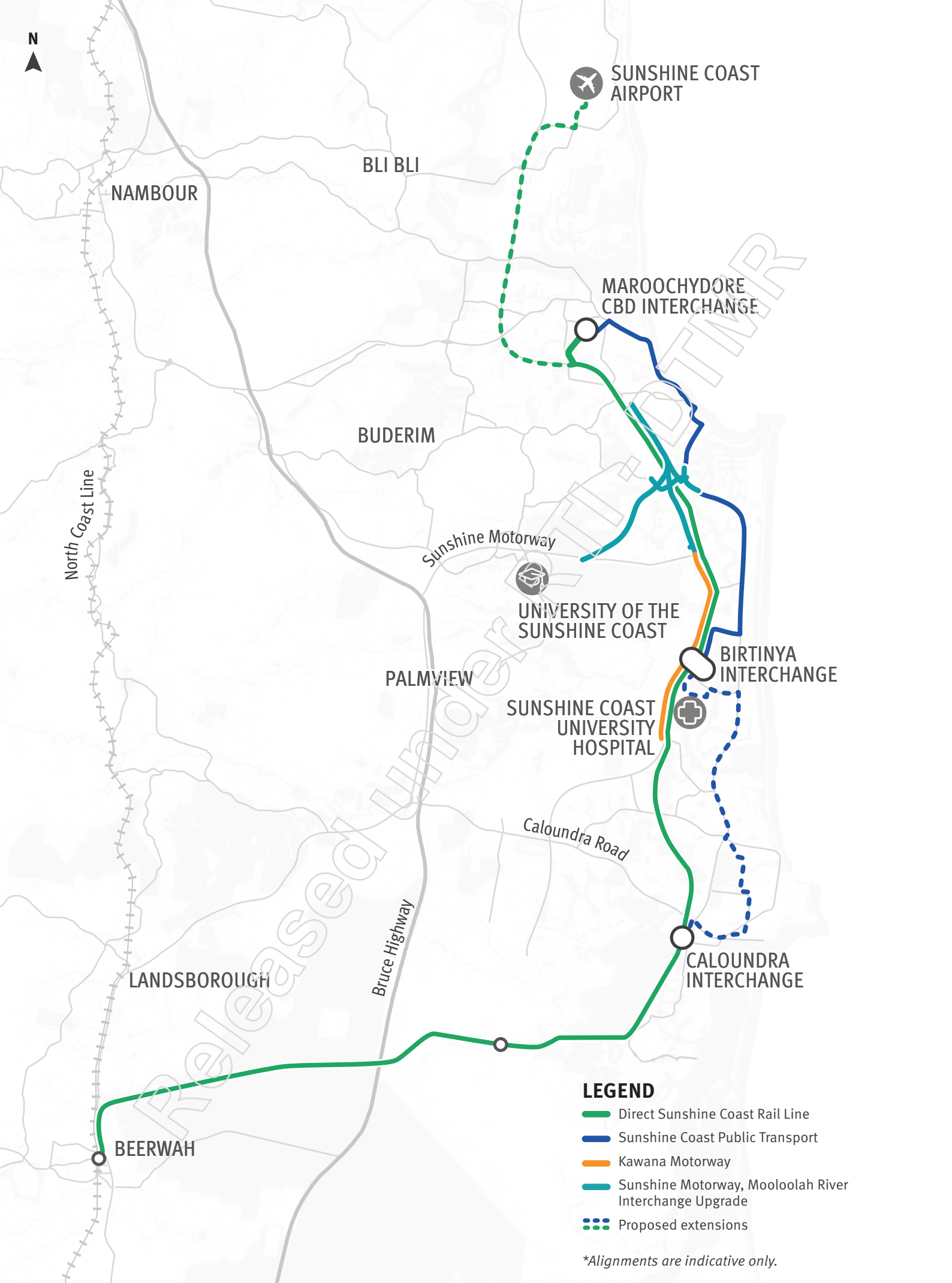
Mooloolah River Interchange Upgrade

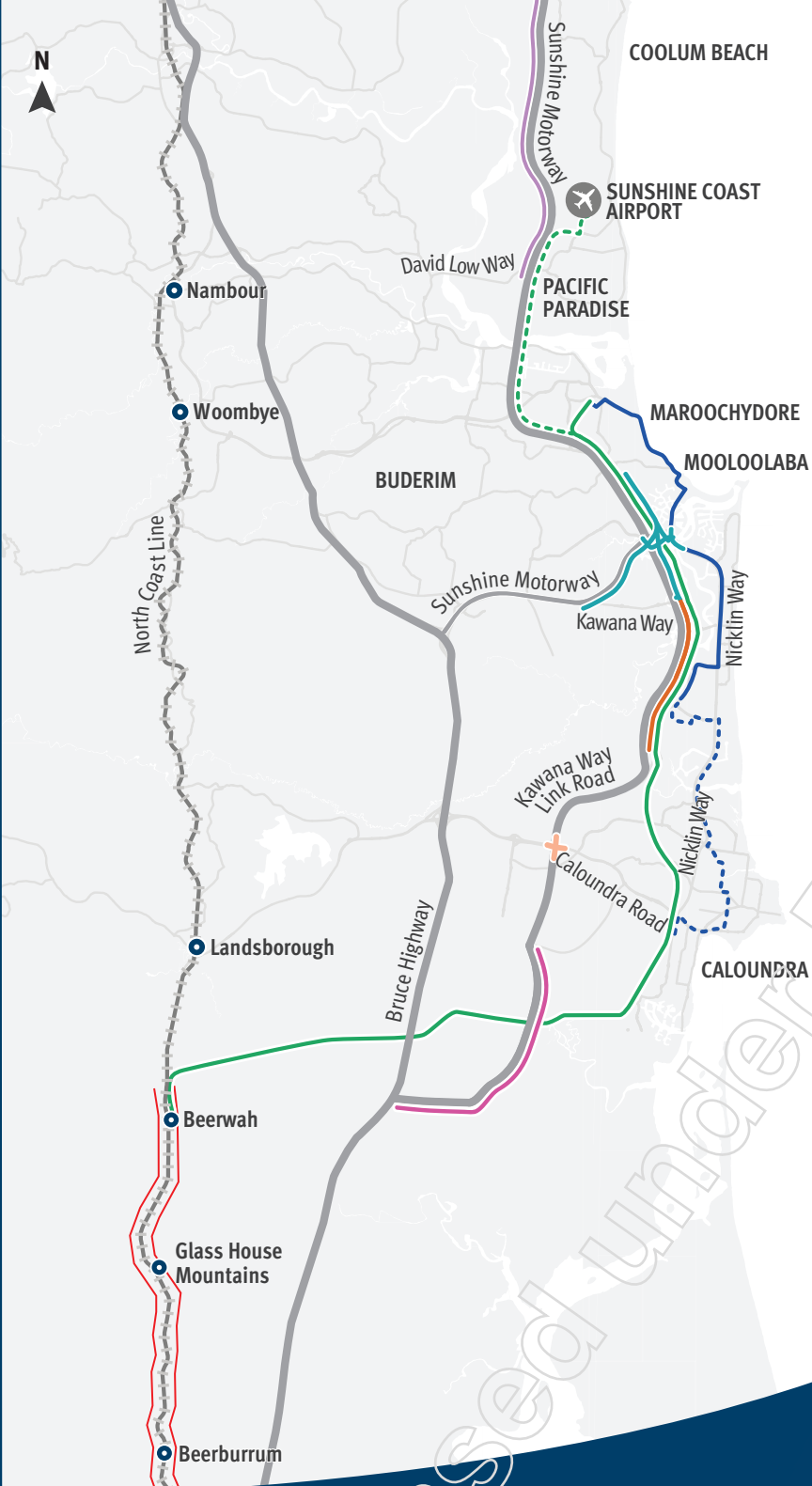
A multi-stage interchange upgrade including an overpass (river crossing) to connect the Sunshine Motorway to the new Kawana Motorway, an overpass between Nicklin Way and Brisbane Road, and new local road connections.



VIEW THE DESIGN

www.yoursay-projects.tmr.qld.gov.au/mooloolah-river-interchange





TMR has several major transport projects in the pipeline across the Sunshine Coast. Here's the full picture.

LEGEND

- Sunshine Motorway, Mooloolah River Interchange Upgrade
- Direct Sunshine Coast Rail Line
- Kawana Motorway
- Sunshine Coast Public Transport project
- Bells Creek Arterial Road extension
- Sunshine Motorway, Pacific Paradise to Coolum
- Caloundra Road, Kawana Way Link Road and Bells Creek Arterial Road intersection
- Beerburum to Nambour Rail Upgrade (Stage 1)
- ... Proposed extensions

**Alignments are indicative only.*



www.yoursay-projects.tmr.qld.gov.au/sunshine-coast-major-projects

A north-south motorway connection

As highlighted above, several projects will form part of a proposed new north-south motorway (Sunshine Motorway, through the new Mooloolah River Interchange, onto Kawana Motorway, Kawana Way Link Road and Bells Creek Arterial Road to the Bruce Highway), a high-speed alternative to the Bruce Highway.

Contact us

- (07) 5451 7055
- northcoast@tmr.qld.gov.au
- Department of Transport and Main Roads
PO Box 1600
Maroochydore QLD 4558

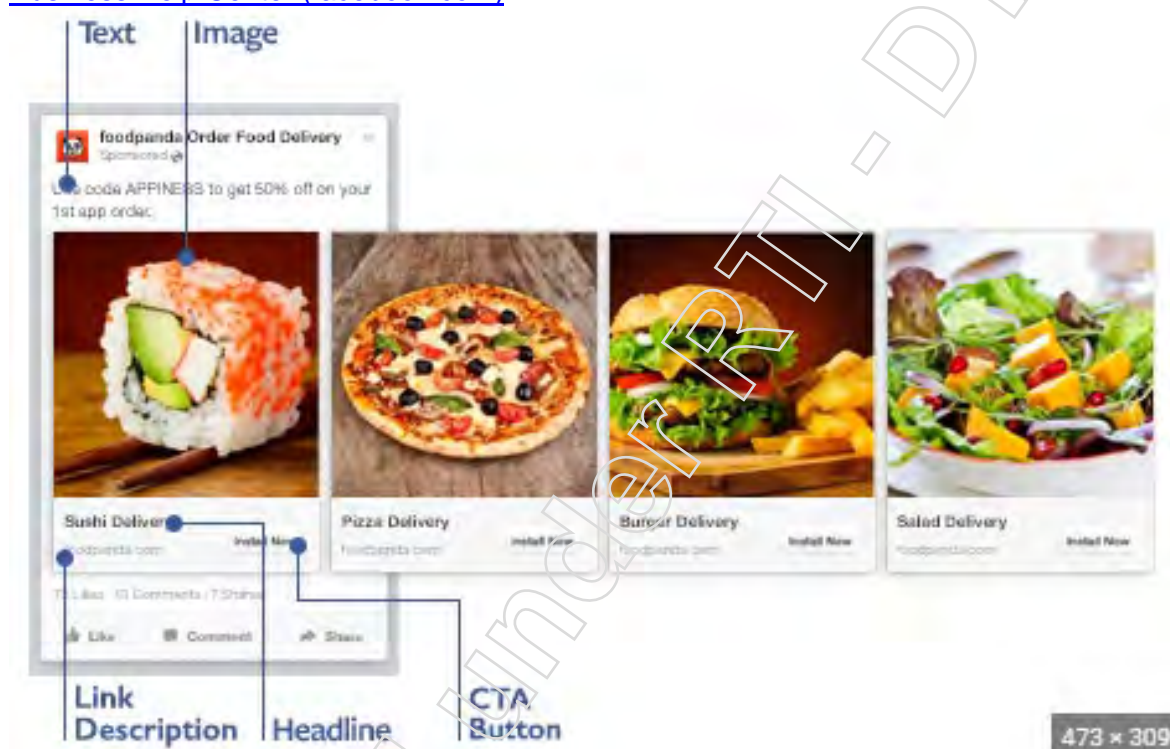
Facebook

Budget: \$3000

Target Audience: All (male + female, all ages etc)

Geotargeted to people who live in: Beerwah, Landsborough, Buderim, Sippy Downs, Caloundra, Caloundra West, Baringa, Aroona, Battery Hill, Dicky Beach, Golden Beach, Pelican Waters, Little Mountain, Kings Beach, Shelly Beach, Currimundi, Wurtulla, Meridan Plains, Birtinya, Bokarina, Warana, Parrearra, Buddina, Minyama, Mountain Creek, Mooloolaba, Alexandra Headland, Maroochydore, Bli Bli, Mooloolah.

Carousel style ad (see example below): [Design Specifications for Carousel Ads | Meta Business Help Center \(facebook.com\)](#)



Copy:

TMR is planning and designing several major road, rail and public transport projects on the Sunshine Coast.

These projects will prepare the region for future growth, and provide more accessible, sustainable and efficient ways for everyone to get around.

View plans, have your say on planning and speak with the project teams about the projects that will shape the region for generations to come 📌

<Individual tiles with links to SCPT, DSC, MRI and Kawana Motorway Hive pages>

LinkedIn

Budget: \$2000

Geotargeted to: Sunshine Coast

Carousel style ad (see example below): [Introducing Carousel Ads on LinkedIn](#)




Copy:

Several major road, rail and public transport projects are now in planning and design for the Sunshine Coast.

They'll prepare the region for future growth, and provide more accessible, sustainable and efficient ways for everyone to get around.

TMR has released plans for these projects and are welcoming feedback on planning that will shape local communities for generations to come.

Learn more here 

<Individual tiles with links to SCPT, DSC, MRI and Kawana Motorway Hive pages>

Radio script

Stations (to cover range of demographics):

- 92.7 Mix FM
- 91.9 Sea FM

Times:

- Initial: weeks 1 – 2 of consultation period
- Final: weeks 3 – 4 of consultation period.
- Breakfast, morning, afternoon, drive + live reads

Budget: \$10,000

Tone: Warm, encouraging, upbeat

Copy:

The Department of Transport and Main Roads is planning and designing several major road, rail and public transport projects on the Sunshine Coast.

They'll prepare us for future growth, and provide more accessible, sustainable and efficient ways for everyone to get around.

TMR is calling on you to view plans and have your say on planning that will shape the region for generations to come.

For more details and to find out about information sessions, visit www.tmr.qld.gov.au

Stakeholder email (Vision 6) – start of consultation



The Department of Transport and Main Roads is planning and designing several major road, rail and public transport projects across the Sunshine Coast.

The Sunshine Coast is growing faster than any other region in Queensland.

By 2041, more than half a million people will call the coast their home. That's an increase of around 45%, an additional 160,000 people.

We're preparing the region for this transformation, and providing more accessible, sustainable and efficient ways for everyone to travel.

Four projects hold the key to unlocking future growth and unblocking the bottlenecks, and are essential to ensuring the Sunshine Coast remains a great place to live, work and visit well into the future.

Combined, these projects will help reduce the time spent in congestion away from the people and things we love, and give us all greater choice about how we get where we need to be, and back home again.

Opportunities to learn more about these projects and have your say on planning are now available. Find out more below.

Direct Sunshine Coast Rail Line hero image to be placed here as divider

Direct Sunshine Coast Line

A new 37km passenger rail line connecting the Sunshine Coast community between Beerwah, Caloundra and Maroochydore to Brisbane and beyond.

<Button: View the corridor and station locations>

Mooloolah River Interchange hero image to be placed here as divider

Sunshine Motorway, Mooloolah River Interchange

The proposed multi-stage interchange upgrade includes a river crossing to connect the Sunshine Motorway and Kawana Motorway, upgrade of the Sunshine Motorway and

interchange, new overpass from Nicklin Way to Brisbane Road and a new local road connection between Mountain Creek and Mooloolaba.

<Button: See the detailed design>

Kawana Motorway hero image to be placed here as divider

Kawana Motorway

A direct connection between Parrearra and Meridan Plains, parallel to Kawana Way and part of a new high-speed alternative to the Bruce Highway.

<Button: Take a look at the concept designs>

Sunshine Coast Public Transport hero image to be placed here as divider

Sunshine Coast Public Transport

An enhanced public transport connection between Maroochydore and the Sunshine Coast University Hospital at Birtinya, with a possible extension to Caloundra.

<Button: Tell us what is important to you>

Speak to the project teams

We are hosting pop up information sessions to provide information about the above projects. Come along if you would like to speak to the project team.

< View dates and locations for these sessions. >

Contact us

Call: 5451 7055 Monday to Friday (9am – 5pm)

Email: northcoast@tmr.qld.gov.au

Overarching video script

Script	Suggested shots
<p>The Sunshine Coast is growing faster than any other region in Queensland.</p> <p>By 2041, more than half a million people will call the coast their home.</p> <p>That's an increase of around 45 per cent, an additional 160,000 people with many more visiting each year.</p> <p>Without forward planning now, the community's liveability and lifestyle is at risk.</p> <p>That's why the Department of Transport and Main Roads is planning and designing major road, rail and public transport projects across the region.</p> <p>They'll help reduce time spent in congestion away from the people and things we love and give us all greater choice about how we get where we need to be, and back home again.</p>	<p>Zoom down (Australia, Queensland, Sunshine Coast)</p> <p>People, buildings popping up</p> <p>Popped beach ball?</p> <p>Show three modes: cars, train, bus</p> <p>Show people at beach, having fish and chips, surfing... fun stuff</p>
<p>Four projects hold the key to unlocking future growth, unblocking the bottlenecks, and making everyone's journey quicker, safer and more sustainable. Each of these projects, are essential to ensure congestion can be managed as the number of locals and visitors grow.</p>	<p>Show different highlighted lines showing different projects/roads etc</p>
<p><i>The Sunshine Motorway, Mooloolah River Interchange Upgrade project will be staged to initially provide new local road connectivity to keep traffic flowing and minimise community impacts. In the future, it will provide a river crossing connecting to the Sunshine Motorway and Kawana Way, and provide a major upgrade to the interchange and extra lanes along the Sunshine Motorway.</i></p>	<p>Zoom out to look at MRI – lines highlighting where the project is</p>
<p><i>The Kawana Motorway will connect the river crossing to a north-south motorway link from the Bruce Highway to the existing Sunshine Motorway. This will provide an</i></p>	<p>Zoom out further to include Kawana Motorway – lines highlighting project</p>

<p><i>alternative route to the Bruce Highway for motorists travelling within the region and will help reduce traffic on Nicklin Way and Kawana Way.</i></p>	
<p><i>The Direct Sunshine Coast Rail Line project will provide a new 37km heavy rail extension from Beerwah to Maroochydore. This rail connection will provide for medium and longer distance trips to connect economic centres of the Sunshine Coast... and make it more efficient to travel by train to Moreton Bay and Brisbane.</i></p>	<p>Zoom out further to include DSC – lines highlighting project</p>
<p><i>Connecting with the heavy rail, the Sunshine Coast Public Transport project is exploring options for an improved, intra-regional public transport system between Maroochydore and Birtinya, with a possible extension to Caloundra. It will offer greater travel alternatives for short, local trips, connecting to key destinations and attractions.</i></p>	<p>Lines to highlight project</p> <p>Solid line to link Maroochydore to Birtinya</p> <p>Dotted line to link Birtinya to Caloundra</p>
<p>We're proud to be helping drive change through these transport solutions to help support our future local economy, protect the community's lifestyle and provide more jobs and opportunities for generations to come.</p>	<p>Somehow integrate coloured lines from each of the previous projects into this scene.</p> <p>Switches from person walking, to riding a bike, to driving car, to person on bus, to person boarding train (to indicate choice).</p> <p>Also show people ranging in genders, ages, and accessibility needs.</p>

Department of Transport and Main Roads
Decision Brief
COM1162

Attachment 3 – Direct Sunshine Coast Rail Line

3.1 – HiVE page

3.2 – Newsletter

3.3 – Station fact sheets and layouts

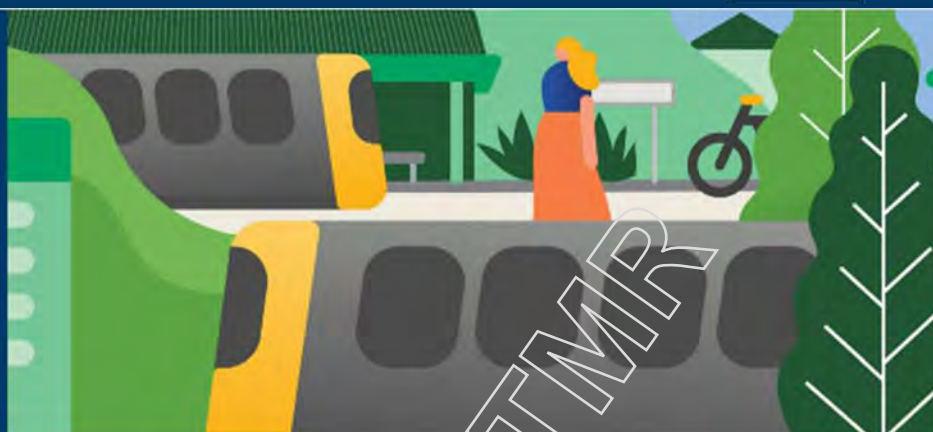
3.4 – Artist's impressions

3.5 – Webpage update

Released under RTI - DTMR

Direct Sunshine Coast rail line

Draft page for May consultation



Home

Planning for a new rail line

TMR is planning for the Direct Sunshine Coast Rail Line – a proposed new 37 kilometre passenger rail line connecting the Sunshine Coast community between Beerwah, Caloundra and Maroochydore to Moreton Bay, Brisbane and beyond.

The new rail line will tie in with the Sunshine Coast Public Transport project to increase public transport opportunities for the growing Sunshine Coast community, as outlined in the Southern Sunshine Coast Public Transport Strategy. The rail line is proposed to link longer and medium distance trips with local trips provided for by the Sunshine Coast Public Transport project.

Project planning

TMR is undertaking investment planning for the Direct Sunshine Coast Rail Line.

This project builds on planning completed in 2001 by the Caboolture to Maroochydore Corridor Study (CAMCOS). As part of that planning, a corridor (route) was determined and land preserved (protected from development).

TMR is now reviewing the preserved corridor, considering refinements to the alignment and station locations and evaluating potential staging plans for construction to meet passenger demand and land use outcomes within the region. This planning will include a detailed analysis of design, risks, financials, economics, environmental impacts, community impacts and utilities.

Construction dates and stages will be determined as part of the detailed design phase, following allocation of funding for detailed design and construction, which will be subject to future funding availability in consideration of competing statewide priorities.

Have your say

Community feedback provides important input for the project team during this current investment planning phase and in future stages such as detailed design.

Some aspects of the project must be determined by the existing project corridor, technical considerations relating to geotechnical and hydraulic investigations, as well as rail operations, maintenance and safety.

Read the sections below to learn more and provide your feedback on different components of the project.



Corridor (route)

Provide feedback and share your local insights with the project team, anywhere along the 37 kilometre corridor.

[Pin your comments >](#)



Stations

View details about proposed stations for the new rail line. You can provide feedback on some items relating to the stations.

[View your local station >](#)



Active transport

Active transport connections are being planned to ensure people can walk and ride to stations and to other destinations.

[Share your thoughts >](#)

Register for project updates

First name

Last name

[Submit](#)

Timeline

- Early 2023**
Preliminary evaluation
- 2023**
Community consultation
- 2024**
Detailed business case
- Future stages**
Following completion and approval of the investment planning, TMR will seek funding for detailed design and construction of the preferred corridor and associated infrastructure.

[See less](#)

Pop-up information sessions

Come along and speak to the project team. Some sessions are combined with the Sunshine Coast Public Transport project, Mooloolah River Interchange, Kawana Motorway and Beerburum to Nambour Rail Upgrade.

Tuesday 6 June 2023 03:00 pm – 07:00 pm
Venue 114
Please book a timeslot to help us with planning these sessions.

Wednesday 7 June 2023
Beerwah

Saturday 10 June 2023
Location here

Transforming the way you travel

How can the new rail line benefit you? Swipe below to read case studies.



Chris, 46, Petrie

Chris enjoys weekends with his family at Alexandra Headland and hates driving in traffic on the Bruce Highway and the hassle of finding a car park.

Chris would like to kick back on his weekends, enjoy time out of the driver's seat and turn trips to the beach into memorable adventures with his kids who are excited to catch the train.

With an improved public transport system, Chris and his family could get onboard the Direct Sunshine Coast Rail Line, then connect on to various other public transport services to get to tourism precincts across the coast.

For Chris, being able to leave the car at home on the weekends would truly be bliss.

Not driving between Petrie and the Sunshine Coast in peak traffic would also be much more energy efficient for Chris – one full train can take more than 600 cars off the road.

● ○ ○ ○ ○



Connecting the growing Sunshine Coast region



Congestion-free journeys



Reliable journey times



More accessible public transport



Growing the region's economy

Frequently asked questions (FAQs)

? Where will the proposed new rail line go?

? What is the difference between the Direct Sunshine Coast Rail Line and the Sunshine Coast Public Transport project (formerly known as the Sunshine Coast Mass Transit project)? Why are both required?

? When will a new rail line be constructed? How much will it cost?

? Where will the stations be located?

? How are station locations determined?

? What does the planning phase involve?

Location here

Project documents



Project newsletter

PDF (3.48 MB)

Read the project newsletter.

Related projects

TMR is planning for both road and public transport projects to get the Sunshine Coast's growing number of residents and visitors where they need to be. Nearby projects have been considered in the planning for this project.

- Sunshine Coast Public Transport project
- Kawana Motorway
- Mooloolah River Interchange
- Southern Sunshine Coast Public Transport Strategy
- Beerburrum to Nambour Rail Upgrade

Contact us

Have a question or want to learn more about the project? Contact us below:

- Phone (07) 5451 7055
- Email scpublictransport@tmr.qld.gov.au
- Website www.tmr.qld.gov.au/directsunshinecoastrail
- In writing Direct Sunshine Coast Rail Line
Department of Transport and Main Roads
North Coast Region
PO Box 1600
MAROOCHYDORE QLD 4558



Did you know?

TMR uses Queensland Treasury's Project Assessment Framework to assess projects at critical stages. From the initial assessment of the service required, through to business case and delivery, a project's progress and quality is assessed via a series of reviews by independent technical experts from across Australia to ensure it meets strategic objectives and achieves value for money. **For more information about the process, [click here](#).**



The DSC Rail Line project is guided by long-term planning for South East Queensland.

TMR has a blueprint, SEQ Rail Connect, for shaping the rail network to meet the future needs of the growing South East Queensland region. This blueprint outlines how we are preparing the network to be ready for Cross River Rail, which will transform the way our rail network operates and how customers travel by train in SEQ. The DSC Rail Line is identified as a key initiative.

Released under RTI - DTMR

? Where will the proposed new rail line go?

Planning is following the Caboolture to Maroochydore Corridor Study (CAMCOS) corridor, which was preserved in 2001. This corridor travels from Beerwah, through Caloundra South (Aura), Pelican Waters, Meridan Plains and Birtinya, towards Maroochydore.

Some changes to sections of the corridor alignment may be considered as part of the investment planning. TMR will consult the community on these changes.

? What is the difference between the Direct Sunshine Coast Rail Line and the Sunshine Coast Public Transport project (formerly known as the Sunshine Coast Mass Transit project)? Why are both required?

The Southern Sunshine Coast Public Transport Strategy sets out the proposed vision for public transport for the southern Sunshine Coast. Planning for the future network includes a western corridor (the North Coast Rail Line), a centre corridor (Direct Sunshine Coast Rail Line), a coastal corridor (Sunshine Coast Public Transport project) and the key connectors (connections between the 3 corridors).

The Direct Sunshine Coast Rail Line would provide medium and longer distance trips, including to/from the Sunshine Coast and between the region's economic centres. The Sunshine Coast Public Transport project would provide local travel (shorter distance trips).

The Sunshine Coast Public Transport project would provide an accessible, more sustainable travel option for residents and visitors making intra-regional journeys between Maroochydore and Caloundra. It would help reduce the high reliance on private vehicles for shorter trips, leading to eased congestion on the road network and reduced travel times.

Together, the Direct Sunshine Coast Rail Line and the Sunshine Coast Public Transport would make travelling by public transport to, from and within the region more convenient, affordable and reliable.

The 2 projects will share key transport hubs to make it easy for passengers to transfer between them or connect on to other supporting public transport services.

? When will a new rail line be constructed? How much will it cost?

Investment planning for the Direct Sunshine Coast Rail is expected to be completed in 2024.

All major infrastructure projects are required to go through this planning phase to determine:

- how they would be constructed
- how long construction would be expected to take
- what the impacts would be on the surrounding communities and environment
- the benefits of the project and how much construction would cost.

This planning will inform project costs, government consideration of funding and timeframes for construction.

? Where will the stations be located?

Beerwah Station is proposed to be upgraded, with new stations being investigated at Nirimba (Aura), Caloundra, Aroona, Birtinya, Mountain Creek and Maroochydore as part of the current planning.

TMR will inform and consult the community on the proposed locations in 2023.

The station locations are being carefully planned to ensure the community has easy and convenient access to the new rail line and ensure the new train services are efficient (more stations mean slower train services as the trains need to slow down and speed up at stations).

? How are station locations determined?

Station locations are determined to position them within the preserved CAMCOS corridor where possible. Modelling has been undertaken to determine forecast station patronage and travel times, and technical evaluations considered the rail geometry on either side of the station to help determine the location. This is to achieve straight rail track connecting to the stations, to future-proof for longer trains and meet accessibility requirements. The surrounding environment, including ground type and environmental impacts, are also considered.

? What does the planning phase involve?

Investment planning follows the Queensland Treasury Project Assessment Framework. The detailed business case planning considers the following:

- confirm the project requirements
- confirm project option(s) and delivery models to be evaluated
- conduct detailed analysis of options design, risks, financials, economics, environment impacts, community impacts and utilities
- develop implementation plan, assessing staging and timeframes for construction.

These considerations will be used to confirm a detailed cost estimate for construction (how much it will cost to build) and develop a preliminary design.

? What does the latest planning involve and how is it different to previous planning?

TMR is undertaking investment planning to determine the requirements of building and operating a new rail line to Maroochydore to inform a government investment decision.

This planning will update previously completed work as part of the 2001 CAMCOS study. It will confirm and provide more detail on various elements of the rail design, rail operation and stabling, construction, land use, environment and waterways, and community to ensure a new rail line could be successfully delivered and operated at this location.

? What would construction involve?

The new rail line would likely involve require construction of:

- the new track and stations
- connecting active transport infrastructure to make it easier for people to walk and ride to public transport and/or their destination
- maintenance access, stabling, signalling and operation facilities.

Specific details about construction methods would be determined in future phases of the project.

Once construction impacts are identified, TMR will notify stakeholders and work with people in the community who may be impacted by construction. TMR will notify impacted community members as early as possible of potential impacts and disruptions.

? How would the rail line interface with nearby existing and planned roads such as the Bruce Highway, Mooloolah River Interchange and new Kawana Motorway?

The planning is considering how the rail line interfaces with nearby projects including the Mooloolah River Interchange and Kawana Motorway. The respective project teams are working closely together to determine how these designs would work together to provide safe and efficient road, rail and active travel.

? Will the new rail line be ready for the 2032 Olympics?

The Queensland Government recognises the importance of providing improved public transport for the Sunshine Coast before the 2032 Olympics.

Planning is underway to identify or bring forward key public transport infrastructure across South East Queensland necessary to support spectator and workforce transport to an Olympic Games. This is particularly focused on infrastructure projects which have long lead times such as the manufacturing of trains, construction of rail infrastructure and the provision of a suitable bus fleet.

The planning is also taking into consideration the lessons learned from the successful delivery of public transport to the Gold Coast 2018 Commonwealth Games.

This is an important consideration for TMR in planning the Direct Sunshine Coast Rail Line and Sunshine Coast Public Transport projects.

The investment planning for the Direct Sunshine Coast Rail Line will investigate possible construction and delivery timeframes to inform government investment decisions.

? What technical studies are being undertaken as part of this planning?

Technical studies being undertaken include flood modelling, geological studies and studies for ecology (flora, fauna and water quality), cultural heritage, noise and vibration and air quality.

? How will the detailed business case consider environmental and cultural heritage impacts?

TMR is committed to managing transport projects in a manner that optimises environmental outcomes for natural, social and built environments. The department uses a range of environmental expertise to develop detailed management plans to ensure all of its projects are environmentally sustainable.

An Environmental Impact Assessment will be undertaken during the planning stages. At the construction stage, an Environmental Management Plan (EMP) is developed and implemented by the contractor to address aspects such as the management of native flora and fauna, as well as measures to minimise construction impacts, such as noise and dust. This plan ensures that contractors comply with current environmental legislation and industry best practice.

? How will the project impact local residents?

Some property owners will be impacted by property acquisitions required for the project. TMR is liaising directly with those property owners to ensure they are well-informed of the project, in line with TMR's acquisition process.

TMR will engage with the community, including residents, during this planning process. We encourage all interested community members to register for future project updates to receive information as the project progresses. Register on this page in the top right corner.

? Will all stations be constructed at the same time?

Staging is being considered as part of the current planning. It is possible that not all stations will be constructed at the same time, as this amount of construction would create high levels of disruptions for the Sunshine Coast community and would place pressure on industry. This needs to be carefully considered due to the volume of infrastructure projects being planned for the Sunshine Coast and for South East Queensland in the coming years.

Close

Transforming the way you travel

How can the new rail line benefit you? Swipe below to read case studies.



Chris, 46, Petrie

Chris enjoys weekends with his family at Alexandra Headland and hates driving in traffic on the Bruce Highway and the hassle of finding a car park.

Chris would like to kick back on his weekends, enjoy time out of the driver's seat and turn trips to the beach into memorable adventures with his kids who are excited to catch the train.

With an improved public transport system, Chris and his family could get onboard the Direct Sunshine Coast Rail Line, then connect on to various other public transport services to get to tourism precincts across the coast.

For Chris, being able to leave the car at home on the weekends would truly be bliss.

Not driving between Petrie and the Sunshine Coast in peak traffic would also be much more energy efficient for Chris – one full train can take more than 600 cars off the road.



Heather, 42, Baringa

Heather spends hours commuting to her job in Brisbane each day.

She drives to Beerwah Station during peak morning traffic and parks at the park 'n' ride, as the alternative is a walk, followed by a 2-bus journey that will take around 1 hour and 45 mins, hours that she cannot afford on top of her train journey.

A new rail station at Nimimba (Aura) will cut Heather's total public transport travel time and be even faster than her current drive to the station.

Heather would save hours each day – time that she would prefer to be spending with her children.

Heather's new trip also helps to alleviate congestion on the Sunshine Coast, which makes driving quicker for other local motorists.



Lauren, 19, Maroochydore

Lauren uses a wheelchair and is unable to drive. She studies at Mooloolaba TAFE.

At the moment, Lauren relies on her family to drive her to the campus at Mountain Creek.

She would like to be more independent and be able to travel to classes when it suits her timetable, not when her parents have time before work.

With a train between Maroochydore and Mountain Creek, and with stations designed to ensure they are easy for a person in a wheelchair to use, Lauren would have better options for travelling to class.



Yumi, 23, Nirimba

Yumi has recently graduated from a nursing degree and is working at Sunshine Coast University Hospital. Her degree also had placements on the Sunshine Coast.

Catching the train for some of her shifts would make the week easier for Yumi and would save her paying for fuel and car parking.

Being on the train instead of driving in congestion would be less frustrating for Yumi, helping her to start and finish her shifts more relaxed.



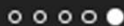
James, 56, Edinburgh

James plans to visit the Sunshine Coast for the first time and stay in Caloundra.

With a long flight and one night in Brisbane planned, he is weighing up if the expensive and time-consuming options to get to accommodation in Caloundra is worth the money and effort when compared to a train to the Gold Coast.

Being able to travel by train from Beerwah to Caloundra would make his public transport journey much easier and more enticing.

While he is on the Sunshine Coast, James and his family could also travel by train to destinations near Birtinya and Maroochydore, helping to boost the local tourism and hospitality industry by spending at local restaurants, cafes and tourism attractions.



Direct Sunshine Coast Rail Line – corridor alignment

Home



Corridor (route)

Provide feedback and share your local insights with the project team, anywhere along the 37 kilometre corridor.

[Pin your comments >](#)

Direct Sunshine Coast Rail Line corridor map



You can provide feedback on all categories or specific feedback relating to one category.

*Sustainability relates to range of areas regarding infrastructure (e.g. led lighting), community wellbeing, socioeconomic value, supply chain, circular economy and more. To gain the best infrastructure sustainability outcomes, sustainability needs to be considered as early as possible in the infrastructure lifecycle. You can read more about this at: <https://www.iscouncil.org>

Sunshine Coast Public Transport project

View the proposed route for the Sunshine Coast Public Transport project to see how it connects to the Direct Sunshine Coast Rail Line.



Open

Corridor feedback

Why would you travel on the Direct Sunshine Coast Rail Line?

Please select all that apply.

- ☐ Work
- ☐ Study
- ☐ Recreation/leisure
- ☐ Visit family and friends
- ☐ Holidays/tourism
- ☐ Appointments (general)
- ☐ Appointments (medical)
- ☐ Other (please specify)

Please provide further details (for example, where you would expect to travel for work or visit for leisure).

This information is used by the project team to help plan for the new rail line and connecting services.

What stations would you travel to?

Please select all that apply. This could be stations and locations outside of the Sunshine Coast region. Please complete the stations survey to provide specific feedback about these DSC stations.

- ☐ Beerwah
- ☐ Caloundra
- ☐ Nirimba (Aura)
- ☐ Aroona
- ☐ Birtinya
- ☐ Mountain Creek
- ☐ Maroochydore
- ☐ Other

Would this rail line encourage you to use public transport more frequently?

- ☐ Yes
- ☐ No

If travelling on the Direct Sunshine Coast Rail Line, how would you prefer to spend your time?

Please select all that apply.

- ☐ Reading/listening to music or podcasts
- ☐ Working
- ☐ Studying
- ☐ Other


What category do your comments on the corridor relate to?

Please select all that apply. You can provide feedback on all categories or specific feedback relating to one category.

- ☐ General feedback
- ☐ Community impacts
- ☐ Property impacts
- ☐ Environment
- ☐ Cultural heritage
- ☐ Sustainability (*for more information on what this means, see top right of page)
- ☐ Construction phase/constructability
- ☐ All categories
- ☐ Other (please specify)

Please provide any feedback on the project and/or corridor alignment below.

You can attach images with your submission (optional).

 Choose file...

Allowed file types: pdf, doc, docx, txt, xls,xlsx,rtf,png,gif,jpg,jpeg Size limit: 1.00 MB

About you

Name

Age Group

Gender

- ☐ Male
- ☐ Female
- ☐ Non-binary

Gender

- ☐ Male
- ☐ Female
- ☐ Non-binary
- ☐ Other (please specify)

Suburb

Providing your suburb helps us consider what is important to people in specific areas.

How would you like us to communicate with you about this project in future?

- ☐ Email updates
- ☐ Newsletters/flyers
- ☐ Social media
- ☐ Traditional media (TV, radio, print)
- ☐ In person information / drop-in sessions
- ☐ SMS
- ☐ Other (please specify)

Submit

Released under RTI - DTMR

Stations

There are 7 stations proposed along the 37km Direct Sunshine Coast Rail Line corridor (route), including an upgrade to the existing Beerwah station.

Stations

View details about proposed stations for the new rail line. You can provide feedback on some items relating to the stations.

[View your local station >](#)

Home

Station locations

Station locations have been determined considering a balance of local connections, convenience for passengers and end-to-end journey times.

Station locations have also been determined based on assessment of engineering and constructability challenges, such as flooding and environmental sensitivities, anticipated population growth, land use compatibility with existing and planned development, forecast patronage demand and technical considerations to ensure desirable train speeds and journey times.

Some stations will be at street level and some will be elevated. This is determined by technical considerations including ground conditions, flooding, environmental impacts and impacts on the nearby road network.

View a [map with the station locations](#).

Parking and access

All station facilities will have accessible parking and direct and efficient access within the station and to connecting modes. Park 'n' ride car parks are proposed for Beerwah, Nirimba (Aura), Caloundra, Aroona, Birtinya and Mountain Creek.

Station locations

View a fact sheet for each station to see details of proposed locations. Some matters relating to the stations are subject to further technical studies and community consultation. We invite you to have your say on the stations using the feedback form below to assist with the project team with planning.



Beerwah



Nirimba (Aura)



Caloundra



Aroona



Birtinya



Mountain Creek



Maroochydore

Getting to and from stations

In addition to connections with the Sunshine Coast Public Transport project, the DSC Rail Line project includes upgrades to the bus network to ensure communities along the route have efficient connections to stations.

The project will also provide active transport facilities (such as pedestrian and bike rider pathways) around stations and along the corridor to connect key communities and centres.

Artist's impressions: future rail stations



Artist's impression only



Artist's impression only



Artist's impression only



How we plan station locations

Station locations were initially identified in the Caboolture to Maroochydore Corridor Study (CAMCOS) planning in 1998–2001 based on land use projections at the time. These station locations have been reassessed with consideration for current and forecast land use, population, dwellings, and job projections to confirm the appropriate station locations.

The proposed station locations and layouts were determined based on the following considerations:

- current and forecast land use planning and demographics (housing and jobs)
- transport modelling (high passenger numbers)
- environmental and cultural heritage factors
- ground conditions (geology, hydraulics and soil conditions)
- current and future placemaking and visual amenity, accessibility and wayfinding (to/from and within the stations)
- connections to other public transport modes, adjacent road infrastructure including requirements for grade separation (overpasses) and ease of construction
- train speed and travel times – the more stations, the longer the train travel time for passengers, as the time taken to slow down, stop at a station, and regain speed slows down the rail line's overall speed and reduces travel times.

Previously identified station sites which did not adequately address the above considerations and were removed from current planning were Pelican Waters, Parrearra and Creekside.



Artist's impression only

Open

Stations feedback form

Which stations would you like to provide feedback on?

Please select all that apply.

- ☐ Beerwah
- ☐ Nirimba (Aura)
- ☐ Caloundra
- ☐ Aroona
- ☐ Birtinya
- ☐ Mountain Creek
- ☐ Maroochydore

Beerwah

Is this station your local station? i.e. the closest proposed station to your home.

- ☐ Yes
- ☐ No

What stations would you catch the train to/from Beerwah?

Please list all stations that apply within South East Queensland.

What would you travel to/from Beerwah Station for?

Please select all that apply.

- ☐ Travel to/from home – this station is closest to my home
- ☐ Travel to/from work – this station is closest to my work
- ☐ Other work/business activities
- ☐ Study
- ☐ Recreation/leisure
- ☐ Visit family and friends
- ☐ Holidays/tourism
- ☐ Appointments (general)
- ☐ Appointments (medical)
- ☐ Other (please specify)

How would you travel to Beerwah Station?

- ☐ Walk
- ☐ Bicycle
- ☐ Drive (park at the park 'n' ride)
- ☐ Drive (as a passenger and be dropped off)
- ☐ Public transport

Please provide any comments about Beerwah station design and facilities.

Please provide further details about how you would get to and from the station from your home, destination or other locations.

Consider what route you would use to travel there and what direction you would approach the station from.

Please provide further details about how you would access the station platform from nearby roads, car parks and drop off zones.

Consider things such as accessibility requirements, bicycles, prams etc.

Do you have any other feedback to provide about Beerwah Station?

Note: The above questions will be repeated for each station they select

About you

Name

Age Group

Gender

- ☐ Male
- ☐ Female
- ☐ Non-binary
- ☐ Other (please specify)

Suburb

Providing your suburb helps us consider what is important to people in specific areas.

How would you like us to communicate with you about this project in future?

- ☐ Email updates
- ☐ Newsletters/flyers
- ☐ Social media
- ☐ Online engagement
- ☐ Traditional media (TV, radio, print)
- ☐ In person information/drop-in sessions
- ☐ SMS
- ☐ Other (please specify)

Submit

Direct Sunshine Coast Rail Line – active transport

Home

Active transport infrastructure (such as pathways for walking and bike riding) is an important part of the Direct Sunshine Coast Line project.

Planning is being done to determine the active transport vision, principles and proposed design requirements for the corridor.

In some locations, the facilities will not be adjacent to the rail line due to environmental, accessibility or constructability challenges. For example, an alternative route outside of the corridor is required where the rail is proposed to travel through a tunnel under Little Mountain.

In the sections north of Meridan Plains there is planning underway for 3 major road projects also within the transport corridor. The Direct Sunshine Coast Rail Line will work with those project teams to deliver a seamless active transport corridor.

Active transport facilities are subject to further planning as part of the business case. The indicative alignment is below.

- **Beerwah to Caloundra:** generally follows the rail alignment. It will connect to suburbs in the Aura development and at Pelican Waters. To improve community access at Pelican Waters, the facility is expected to be on the eastern side (ocean side) and may need to move outside of the corridor.
- **Caloundra to Aroona:** Due to the rail being in a tunnel under Little Mountain, the active transport connection will need to move outside of the corridor to the east (ocean side). This link will be further investigated in the current planning.
- **Meridan Plains to Maroochydore:** to be confirmed, based on further technical investigations with the three major road projects also sharing the transport corridor and community feedback.

Open

Have your say on active transport along the rail line

Which section of the active transport connections would you like to provide feedback on?

- ☐ Beerwah to Caloundra
- ☐ Caloundra to Aroona
- ☐ Meridan Plains to Maroochydore
- ☐ General – comments apply to full length

Please provide your comments for consideration in the planning.

About you

Name

Age Group

Gender

- ☐ Male
- ☐ Female
- ☐ Non-binary
- ☐ Other (please specify)

Suburb

Providing your suburb helps us consider what is important to people in specific areas.

How would you like us to communicate with you about this project in future?

- ☐ Email updates
- ☐ Newsletters/flyers
- ☐ Social media
- ☐ Online engagement
- ☐ Traditional media (TV, radio, print)
- ☐ In person information/drop-ins



Active transport

Active transport connections are being planned to ensure people can walk and ride to stations and to other destinations.

Share your thoughts >

Active transport connections are being planned along the full 37km corridor to ensure people can walk and ride to stations and to other destinations.



Public transport on the Sunshine Coast

The new *Southern Sunshine Coast Public Transport Strategy* builds on previous transport planning for the Sunshine Coast region.

It has been developed by TMR, with input from Sunshine Coast Council and the local community, to address the challenges facing the region due to population growth and forecast increased demand for public transport services.

The key transport corridors being planned for are:

- the western corridor (**the North Coast Line**): an existing inter-regional freight and passenger line, connecting coastal Queensland between Brisbane and Cairns. This corridor is currently being upgraded with Stage 1 of the Beerburum to Nambour Rail Upgrade project.
- the centre corridor (**Direct Sunshine Coast Rail Line**): a fast, reliable and direct link to the western corridor at Beerwah to support medium and longer distance trips connecting the local economic centres of the Sunshine Coast and enabling more efficient connection between the Sunshine Coast, Moreton Bay and Brisbane regions.

- the coastal corridor (**Sunshine Coast Public Transport project**): to enable local, intra-regional travel access to key coastal tourism, health and business precincts between Maroochydore and Caloundra, connecting coastal communities to the centre corridor.
- key connectors, to enable trips that are not directly connected by the western, centre or coastal corridors (largely east/west routes).

Sunshine Coast Public Transport project

Together, the Direct Sunshine Coast Rail Line and the Sunshine Coast Public Transport project will make travelling by public transport to, from and within the region more convenient, affordable and reliable. They will work together to cater for different types of trips, providing a comprehensive travel solution that meets the varied needs of the community.

Further information about this project is available at www.tmr.qld.gov.au/SunshineCoastPublicTransport

Station locations

Station locations have been determined considering a balance of local connections, convenience for passengers and end-to-end journey times. Station locations have also been determined based on assessment of engineering and constructability challenges, such as flooding and environmental sensitivities. The proposed stations are:

- Beerwah (existing station to be upgraded)
- Nirimba
- Caloundra
- Aroona
- Birtinya
- Mountain Creek
- Maroochydore

All station facilities will have accessible parking and direct and efficient access within the station and to connecting modes.

Park 'n' ride car parks are currently proposed for Beerwah, Nimimba, Caloundra, Aroona, Birtinya and Mountain Creek stations. Kiss 'n' ride (drop off) facilities and bicycle cages would also be provided at each station.

Further details about the station locations are available on the project consultation web page.

How we plan station locations

Station locations were initially identified in the CAMCOS planning in 1998–2001 based on land use projections at the time.

Proposed station locations and layouts have been assessed based on the following considerations:

- current and forecast land use planning and demographics (housing and jobs)
- transport modelling (predicted passenger numbers)
- environmental and cultural heritage factors
- ground conditions (geology, hydraulics and soil conditions)
- current and future placemaking and visual amenity, accessibility and wayfinding (to/from and within the stations)
- connections to other public transport modes, adjacent road infrastructure including requirements for grade separation (overpasses) and ease of construction

- train speed and travel times – the more stations, the longer the train travel time for passengers, as the time taken to slow down, stop at a station, and regain speed slows down the rail line's overall speed and increases travel times.

Previously identified station sites which did not adequately address the above considerations and have been removed from current planning are Pelican Waters, Parrearra and Creekside.

Getting to and from stations

In addition to connection to the Sunshine Coast Public Transport project, the Direct Sunshine Coast (DSC) Rail Line project includes consideration of increased bus services and connections between transport modes, to ensure communities along the route have efficient connections to stations.

The project will also provide active transport facilities (such as pedestrian and bike rider pathways) around stations and along the corridor to connect key communities and centres.

Connecting with the SEQ rail network

The DSC Rail Line project is guided by long-term transport planning for South East Queensland.

TMR has a blueprint, SEQ Rail Connect, for shaping the rail network to meet the future needs of the growing South East Queensland region. This blueprint outlines how we are preparing the network to be ready for Cross River Rail, which will transform the way our rail network operates and how customers travel by train in SEQ. The DSC Rail Line is identified as a priority.

Planning a major rail project

TMR uses Queensland Treasury's Project Assessment Framework (PAF) to assess major projects at critical stages, from the initial assessment of the service required, through to delivery.

At each stage of a project, the project's progress and quality is assessed via a series of gateway reviews by subject matter experts and independent reviewers 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. At each stage of planning, more work is undertaken to include further detail around design, operation and reducing impacts.

Community consultation is an important part of this process that can influence the final design and whether the project should go ahead as planned.

Working with the community

Community and stakeholder engagement is an essential step in TMR's planning process.

Engagement activities help gather diverse perspectives that can contribute to developing innovative and collaborative solutions. They allow TMR to better understand opportunities, challenges, impacts and benefits from the community's perspective, and add value to the project outcomes.

TMR encourages you to provide feedback on the project. We are also meeting with directly impacted property owners to inform them of potential land requirements and future impacts.

Next steps

Following completion and approval of the business case, and if construction funding is confirmed, TMR will proceed with detailed design and construction.

Direct Sunshine Coast Rail Line

A new rail line to connect our communities



www.yoursay-projects.tmr.qld.gov.au/sunshine-coast-major-projects

Contact us

- (07) 5451 7055
- scpublictransport@tmr.qld.gov.au
- Direct Sunshine Coast Rail Line
Department of Transport and Main Roads
PO Box 1600
Maroochydore QLD 4558

The proposed new rail line is being planned to travel from Beerwah, through Caloundra South (Aura), Pelican Waters, Meridan Plains and Birtinya, towards Maroochydore.

We are planning for the Direct Sunshine Coast Rail Line – a proposed 37km passenger rail line between Beerwah and Maroochydore.

The new rail line will connect the Sunshine Coast community between Beerwah, Caloundra and Maroochydore to Moreton Bay, Brisbane and beyond.

This project builds upon planning completed in 2001 by the Caboolture to Maroochydore Corridor Study (CAMCOS), which preserved the land in the corridor (route), and planning undertaken in 2020 by the North Coast Connect Consortium.

The Department of Transport and Main Roads (TMR) is now reviewing the previously preserved corridor and considering refinements to the alignment and station locations. The rail line will mostly follow the preserved corridor, with some refinements being assessed to allow for changes in land use, current engineering standards, safety legislation and Queensland Rail operational requirements.

This current planning will also provide more detail on various elements of the rail design, rail operation, stabling and construction, as well as environmental and community impacts, to ensure a new rail line can be successfully delivered and operated. We are also undertaking a detailed analysis of design options, risks, financials, economics and utilities.

TMR will evaluate potential staging plans for construction to meet passenger demand and land use outcomes within the region.

Timeframes for detailed design and construction will be determined after this planning is completed.

The Australian Government and the Queensland Government have partnered for this planning project.



Artist's impression only



www.yoursay-projects.tmr.qld.gov.au/direct-sunshine-coast-rail-line

Have your say

TMR is seeking your feedback on the proposed rail line. This is your opportunity to have your say on the proposed rail line, stations and active transport connections. Provide feedback and register to stay up to date on planning and future community engagement on TMR's online consultation page.

Travel options for the future

TMR is planning for both road and public transport projects to get the Sunshine Coast's growing number of residents and visitors where they need to be. Nearby projects have been considered in the planning for this project.

You can also view details and consultation opportunities for the Mooloolah River Interchange upgrade, Kawana Motorway and the Sunshine Coast Public Transport project.

Corridor (route) alignment

The project corridor will be largely determined by factors such as technical standards, engineering considerations, legislation, Queensland Rail operational requirements and safety standards. TMR may consider minor changes to the previously protected corridor based on the findings being undertaken during current planning (including operational, environmental, cultural heritage, geotechnical and hydraulic), as well as community consultation.

Alignment refinements

Over time, planning and engineering standards have changed. TMR is now reviewing the preserved corridor and considering refinements to the alignment (primarily the corridor width and curves) and station locations. In some locations, the corridor could be modified to achieve faster rail speeds and therefore reduce travel times through the proposed corridor.

The previously protected CAMCOS corridor was based on a single-track configuration. Current planning is based on a two-track configuration to provide reliable, faster and more frequent services that meet the increased population and demand. An additional track does require some widening of the rail corridor to ensure safe rail operations and maintenance.

This project will confirm and provide more detail on various elements of the rail design, rail operation and stabling, rail construction, land use, environment and waterways to ensure a new rail line can be successfully delivered and operated.

Stations

Stations shown on this map have been determined based on anticipated population growth, land use compatibility with existing and planned development, forecast patronage demand and technical considerations to ensure desirable train speeds and journey times.

Staged construction

This project may be delivered in stages due to the construction complexity, high costs associated with the delivery of a 37km corridor and impacts construction may have on nearby stakeholders and the community. Staging has not yet been determined and will be evaluated as part of the current planning and funding considerations.

If staged, efficient accessibility to the corridor for all Sunshine Coast residents will be a key consideration of planning. This project will review proposed multi-modal connections, active transport links to stations, park 'n' ride (car parking) and kiss 'n' ride (drop off) infrastructure to enable access to stations in the interim until all stations are constructed.

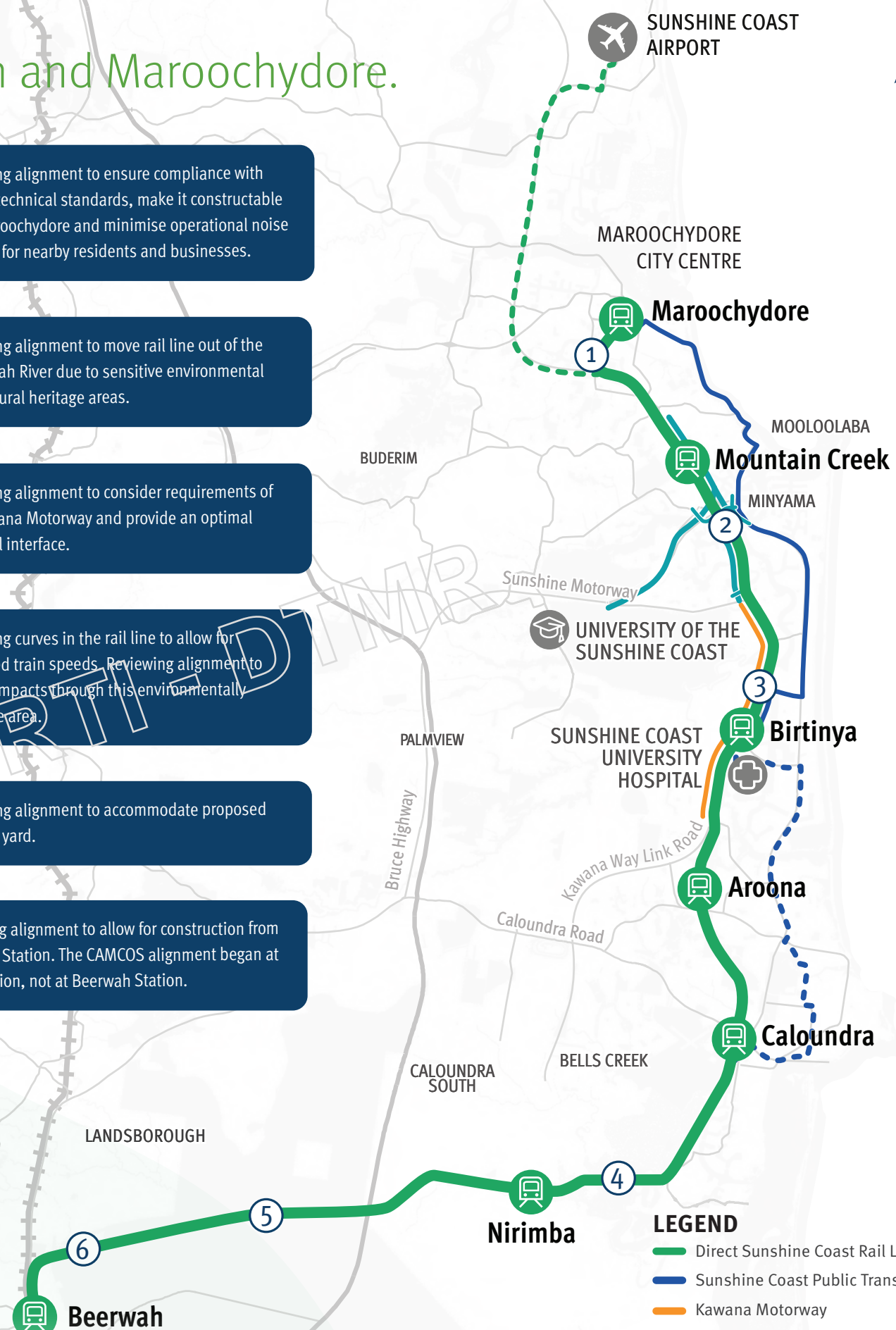
Queensland Rail operational requirements

The rail corridor must allow for safe construction, operation and maintenance by Queensland Rail. It will adhere to industry standards for rail operation and maintenance including consideration of rail maintenance access roads, grade separation clearances (clearances for overpasses) and track gradients.

- 1 Reviewing alignment to ensure compliance with current technical standards, make it constructable into Maroochydore and minimise operational noise impacts for nearby residents and businesses.
- 2 Reviewing alignment to move rail line out of the Mooloolah River due to sensitive environmental and cultural heritage areas.
- 3 Reviewing alignment to consider requirements of the Kawana Motorway and provide an optimal road/rail interface.
- 4 Reviewing curves in the rail line to allow for increased train speeds. Reviewing alignment to reduce impacts through environmentally sensitive areas.
- 5 Reviewing alignment to accommodate proposed stabling yard.
- 6 Reviewing alignment to allow for construction from Beerwah Station. The CAMCOS alignment began at the junction, not at Beerwah Station.

Beerwah

The corridor width and alignment is being reviewed to consider current Queensland Rail standards for safety and operations, current technical standards and constructability, land use planning and sensitive environmental and cultural heritage areas.



Future land requirements

The Queensland Government's responsibility to provide an efficient and safer transport network sometimes means that privately owned land may be acquired for transport infrastructure purposes.

While most of the land for the new rail corridor was preserved in 2001, the proposed corridor changes will require some additional land. The land requirements will not be confirmed until the detailed business case is completed. TMR will liaise directly with property owners who are likely to be impacted by these changes once property requirements are confirmed and before the business case is finalised.

Environmental and cultural heritage

Environmental and cultural heritage impact investigations and approvals are an important part of planning for this project to ensure impacts are minimised. TMR is engaging with the community and Traditional Owner groups to gather feedback, identify opportunities and plan future mitigation measures for areas of environmental and cultural significance.

Accessibility

TMR is engaging with accessibility specialists via an Accessibility Reference Group to ensure accessibility is considered in all stages of planning and design for this project. It is important that access to and at the stations is safe and efficient for everyone. Other important accessibility considerations will include legibility of the new network, active travel connectivity and safe multi-modal connections.

You can provide your feedback on the:

- rail line and corridor alignment
- stations
- active transport connections.





Aroona Station

The concept layout for Aroona Station proposes an elevated station over Parklands Boulevard and the green space south of Parklands Boulevard.

The following features are proposed for Aroona Station:

- Located mostly on the southern side Aroona Station is proposed to be located mostly on the southern side of Parklands Boulevard, extending over the road. This position helps to provide better visibility and wayfinding for users to access the station and park 'n' ride facilities.
- Island platform configuration (platform positioned between two tracks).
- Proposed park 'n' ride, location to be determined.
- Bus stops on Parklands Boulevard (existing Parklands Boulevard bus stops upgraded).
- Entrances on the northern and southern sides of the road.
- Rail is proposed to be in tunnel below Little Mountain with the entrance/exit just south of the proposed Aroona Station.

Have your say

Some matters relating to Aroona Station are subject to further technical studies and community consultation. We invite you to have your say on Aroona Station, including:

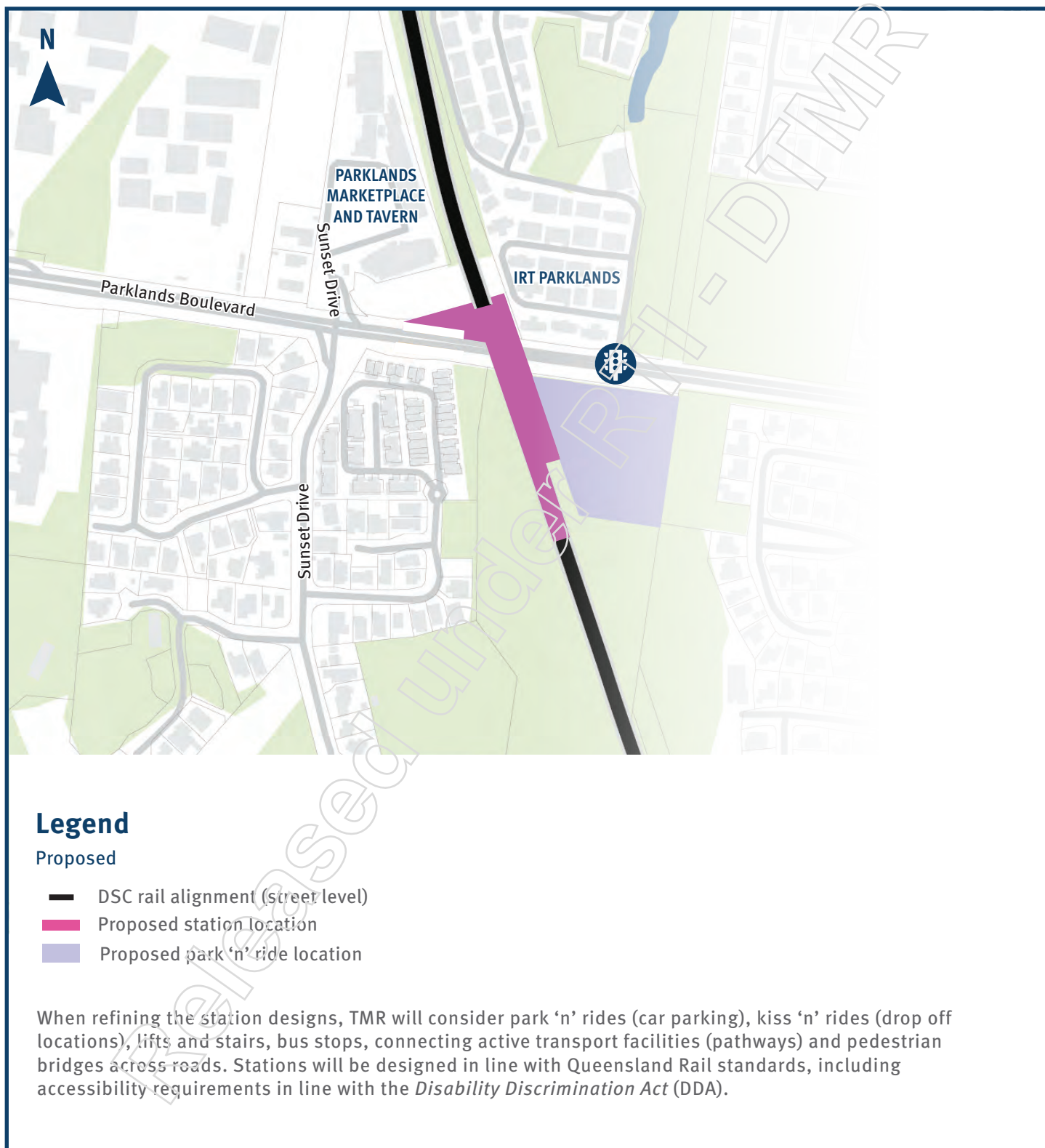
- public art and some design elements for the station and surrounding area
- landscaping
- access to and from the station and supporting facilities (for example: active travel, bike storage at the station, e-mobility facilities).

Have your say by using the **stations feedback form** or email scpublictransport@tmr.qld.gov.au



Station layout

Aroona



23_001U



Nirimba (Aura) Station

The station at Nirimba is proposed to be located adjacent to the Aura Town Centre and is generally compatible with Stockland's Aura master planning.

A park 'n' ride location for Nirimba Station is yet to be confirmed, but initial assessment has identified a potential site on the southern side of the rail corridor, which would reduce impacts within the town centre whilst enabling multi-modal access to the corridor.

The station and tracks are proposed to be at street level with side platforms to allow improved connectivity between the precinct and station platforms, and to minimise the rail corridor footprint.

Active transport connections will be integrated with the current active travel paths within Aura Master Planning.

Have your say

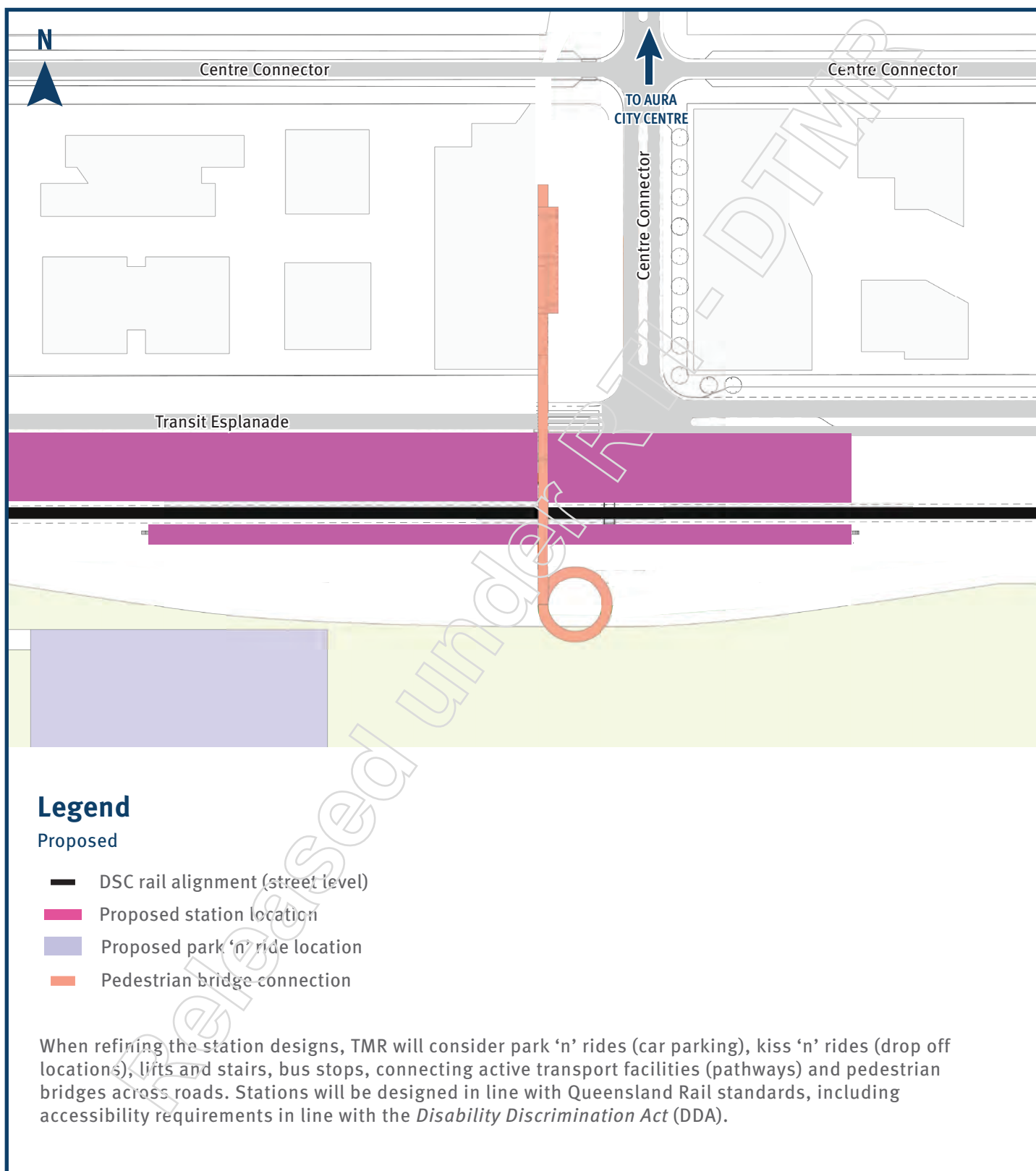
Some matters relating to Nirimba (Aura) Station are subject to further technical studies and community consultation. We invite you to have your say on Nirimba (Aura) station, including:

- public art and some design elements for the station and surrounding area
- landscaping
- access to and from the station and supporting facilities (for example: active travel, bike storage at the station, e-mobility facilities).

Have your say by using the **stations feedback form** or email scpublictransport@tmr.qld.gov.au

Station layout

Aura



23_001U



Beerwah Station

Beerwah Station and its park 'n' ride (car park) will need to be upgraded due to the increased number of people using it for the Direct Sunshine Coast Rail Line.

The following features are proposed for Beerwah Station.

- The upgraded park 'n' ride is proposed for the eastern side of the rail to reduce traffic impacts to Beerwah Town Centre.
- Station facilities including the kiss 'n' ride (drop off zone) and accesses will also be upgraded.
- Beerwah Station requires an additional (third) platform, with the existing platforms upgraded.

Beerwah East Station

A proposed infill station at Beerwah East is also included in the planning.

This station is proposed to be constructed in the future when new development and increased population in this area requires the additional station.

Have your say

Some matters relating to Beerwah station are subject to further technical studies and community consultation. We invite you to have your say on Beerwah Station, including:

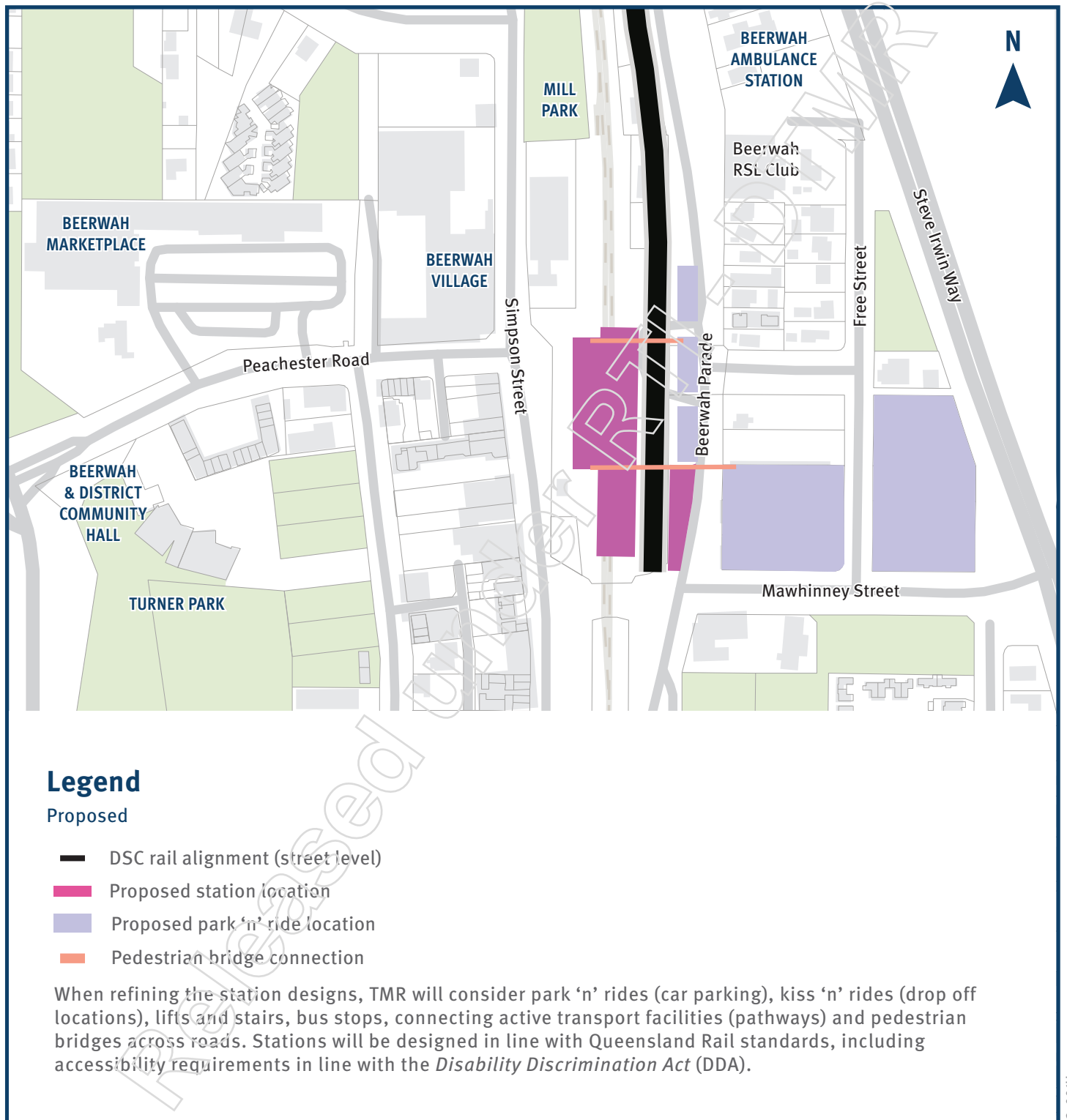
- access from the station and park 'n' ride to the town centre.
- pedestrian bridges are proposed between the park 'n' ride and Simpson Street.
- public art and some design elements for the station and surrounding area
- landscaping
- access to and from the station and supporting facilities (for example: active travel, bike storage at the station, e-mobility facilities).

Have your say by using the **stations feedback form** or email scpublictransport@tmr.qd.gov.au



Station layout

Beerwah



23_001U



Birtinya Station

The concept layout for Birtinya Station proposes a street level (on embankment or structure to be at level with Station Road and to achieve flood immunity) station.

The following features are proposed for Birtinya Station:

- Side platforms (two tracks of rail between two platforms) are proposed to improve connectivity between the town centre and southbound platform.
- Park 'n' ride located on the western side of Kawana Motorway, with a shared pedestrian bridge providing connectivity between the park 'n' ride, station platforms and the eastern side of Station Road. The shared user bridge is proposed to align with The Avenue to improve sightlines and wayfinding to future public transport nodes.
- Road access to the park 'n' ride is proposed to be via Main Drive to reduce traffic impacts next to the town centre and the proposed Kawana Motorway ramps.
- Easy pedestrian access to a nearby interchange/station for the Sunshine Coast Public Transport project to connect to shorter-distance trips.

Have your say

Some matters relating to Birtinya Station are subject to further technical studies and community consultation. We invite you to have your say on Birtinya Station, including:

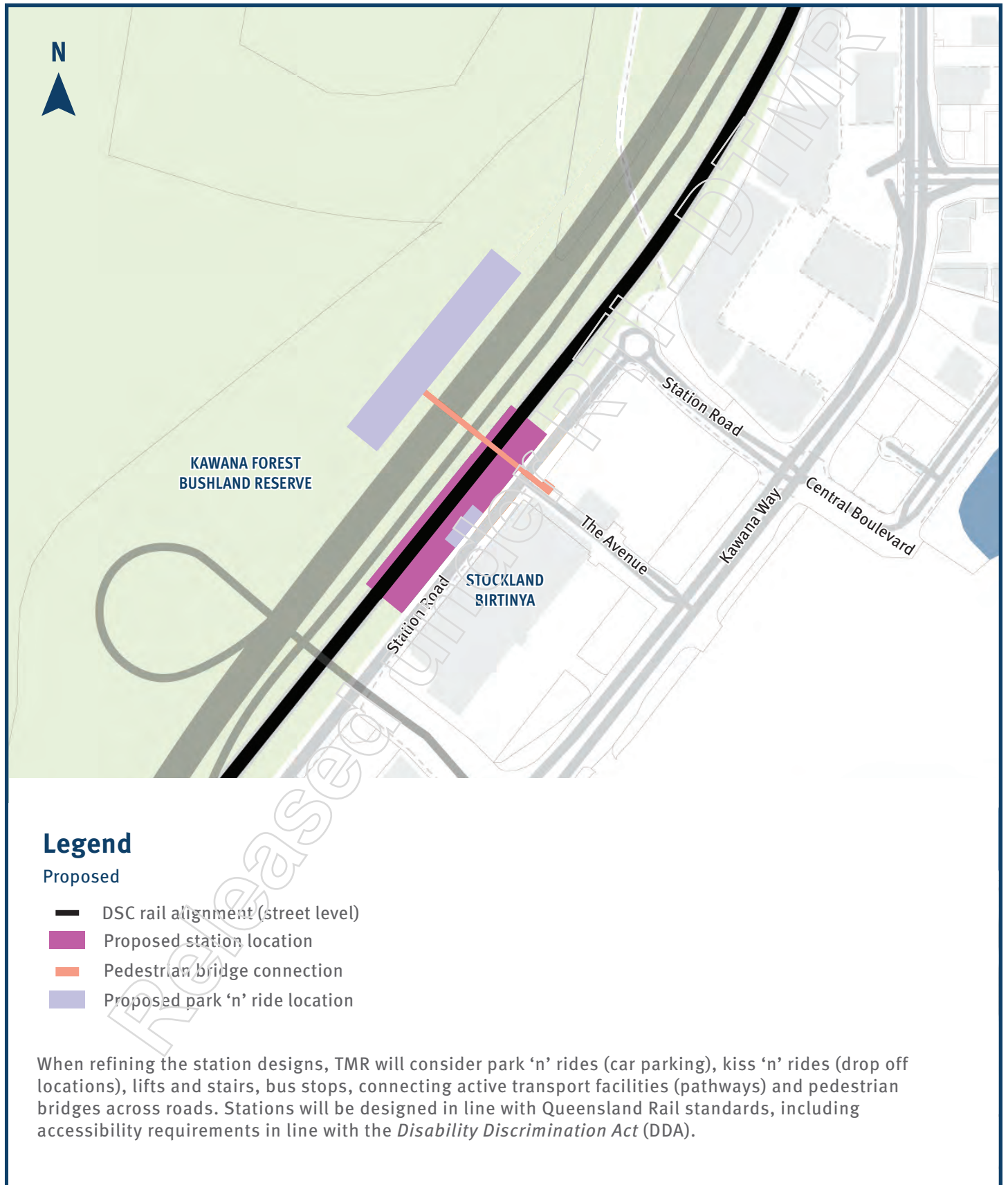
- design and access for connections to a future interchange/station for the Sunshine Coast Public Transport project (connecting through the Stockland shopping centre)
- public art and some design elements for the station and surrounding area
- landscaping
- access to and from the station and supporting facilities (for example: active travel, bike storage at the station, e-mobility facilities).

Have your say by using the **stations feedback form** or email scpublictransport@tmr.qld.gov.au



Station layout

Birtinya



23_001U



Caloundra Station

The concept layout for Caloundra Station is proposed to be elevated over Caloundra Road and Rotary Park (green space to the southwest). This minimises impacts to the surrounding road network.

Due to the proposed elevation, the station is expected to have views of the ocean – a fitting entry statement for people visiting the Sunshine Coast.

The following features are proposed for Caloundra Station.

- Island platform configuration (platform positioned between two tracks).
- Two entrances to the station platforms.
- One would be located south of Caloundra Road and the other would be north of Caloundra Road.
- The northern access provides enhanced connectivity for passenger transfer between rail and eastbound bus services.
- Park 'n' ride (car park) and kiss 'n' ride (drop off zone) provided south of Caloundra Road and west of Pelican Waters Boulevard.
- Active transport connections along corridor, with a grade separated connection over Caloundra Road for station access (to be confirmed).

Have your say

Some matters relating to Caloundra station are subject to further technical studies and community consultation. We invite you to have your say on Caloundra Station, including:

- use of the green space under the raised station

Possible uses include parks, playgrounds and environmental reserves. The project aims to use placemaking to provide a quality public space where people can connect and play around the station.

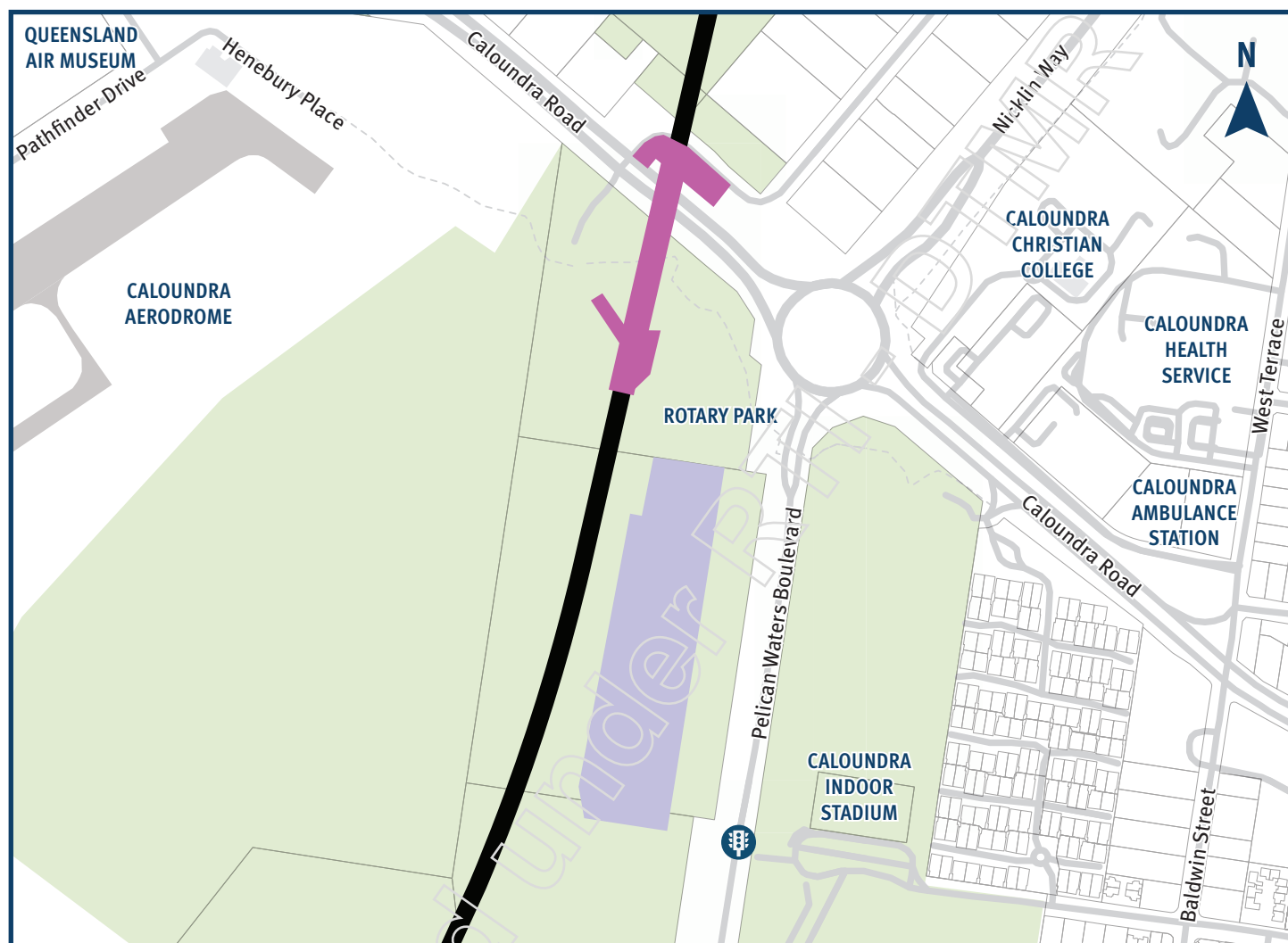
- public art and some design elements for the station and surrounding area
- landscaping
- access to and from the station and supporting facilities (for example: active travel, bike storage at the station, e-mobility facilities).

Have your say by using the **stations feedback form** or email scpublictransport@tmr.qld.gov.au.



Station layout

Caloundra



Legend

Proposed

- DSC rail alignment (street level)
- Proposed station location
- Proposed park 'n' ride location

The height of the rail structure at this location is subject to further technical investigations. The final rail structure height and location will be influenced by clearances over Caloundra Road/Enterprise Street as well as navigational clearance and safety zones from Caloundra Aerodrome.

When refining the station designs, TMR will consider park 'n' rides (car parking), kiss 'n' rides (drop off locations), lifts and stairs, bus stops, connecting active transport facilities (pathways) and pedestrian bridges across roads. Stations will be designed in line with Queensland Rail standards, including accessibility requirements in line with the *Disability Discrimination Act* (DDA).

23_001U



Mountain Creek (Mooloolaba) Station

The concept layout for Mountain Creek Station proposes it to be located to the western side of the Sunshine Motorway.

This station provides access to Mooloolaba via active transport and public transport connections.

The following features are proposed for Mountain Creek Station:

- Park 'n' ride (car park) located west of the station. This is proposed to be accessed from the north via Syd Lingard Drive and from the south via Lady Musgrave Drive.
- A bridge for pedestrians, bike riders and other active transport users is proposed over the rail corridor and Sunshine Motorway to connect the main station precinct to an eastern station entrance on Amarina Avenue and active transport connections to Mountain Creek State High School.

Have your say

Some matters relating to Mountain Creek Station are subject to further technical studies and community consultation. We invite you to have your say on Mountain Creek Station, including:

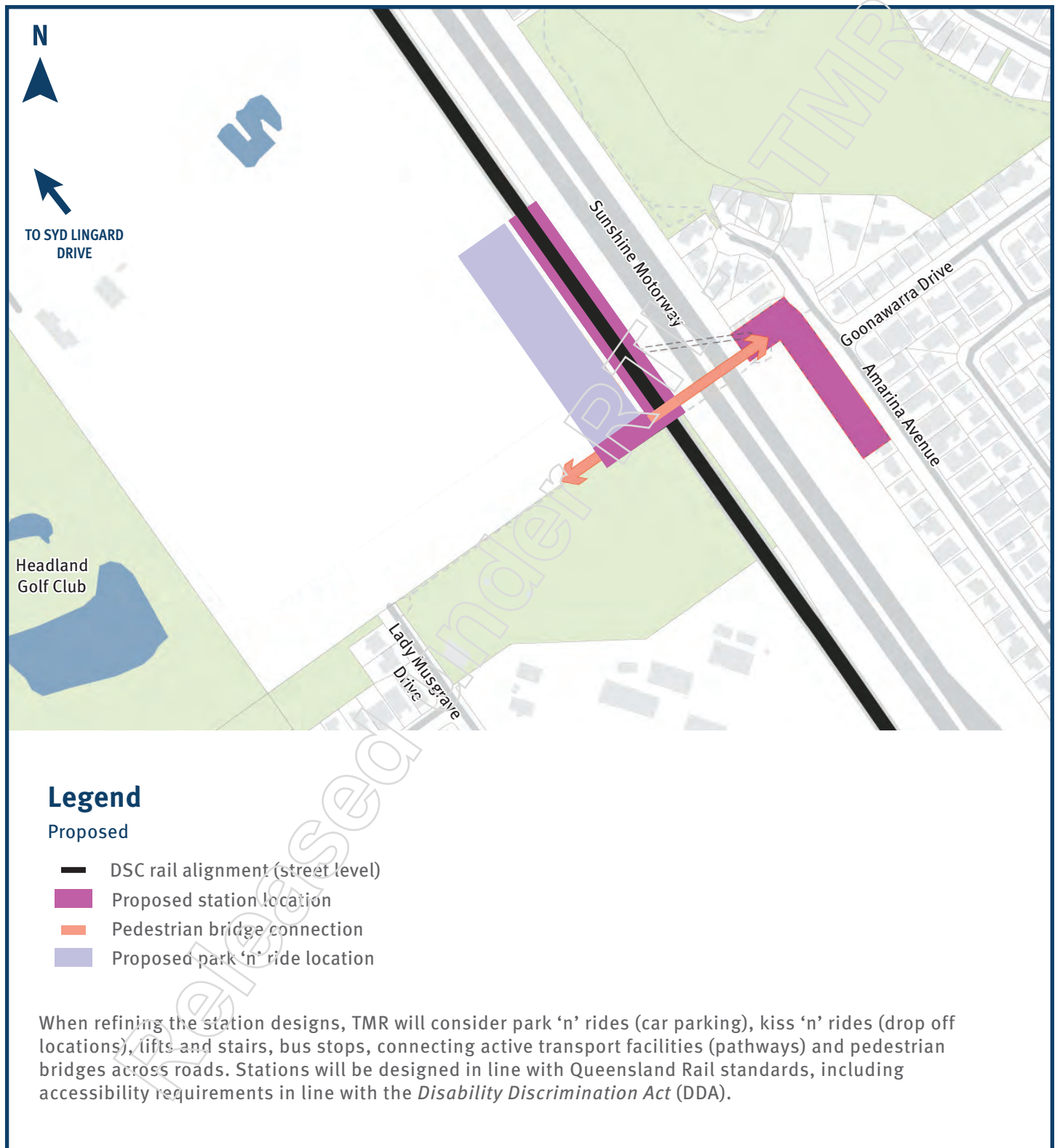
- public art and some design elements for the station and surrounding area
- landscaping for the station plazas
- access to and from the station and supporting facilities (for example: active travel, cycling storage at the station, e-mobility facilities)
- naming of the station, which is near the boundary of Mountain Creek and Mooloolaba (noting Mooloolaba is more widely known by visitors, which could help with wayfinding).

Have your say by using the **stations feedback form** or email scpublictransport@tmr.qld.gov.au



Station layout

Mountain Creek



23_001U



Maroochydore Station

The concept layout for Maroochydore Station proposes it to be located behind Carnaby Street, in line with Sunshine Coast Council and SunCentral's master planning for the new Maroochydore City Centre.

The rail line south of the station would be elevated over the Sunshine Motorway and Dalton Drive.

The following features are proposed for Maroochydore Station:

- Island platform configuration (platform positioned between two tracks).
- This station will be a terminus with train turnback.
- Station is within the gazetted corridor and is proposed to be integrated with the Maroochydore City Centre development.
- Key connections with the Sunshine Coast public transport network.

Connectivity to a multi-modal transport network, including the future proposed Sunshine Coast Public Transport project.

Have your say

Some matters relating to Maroochydore Station are subject to further technical studies and community consultation. We invite you to have your say on Maroochydore Station, including:

- public art and some design elements for the station and surrounding area
- landscaping
- access to and from the station and supporting facilities (for example: active travel, cycling storage at the station, e-mobility facilities). This includes travel to Maroochydore City Centre and other areas of Maroochydore.

Have your say by using the **stations feedback form** or email scpublictransport@tmr.qld.gov.au

This feedback will be used by TMR's project team and provided to Sunshine Coast Council and SunCentral for development of the station within the Maroochydore City Centre development.



Station layout

Maroochydore



Legend

Proposed

- DSC rail alignment (street level)
- Proposed station location

When refining the station designs, TMR will consider park 'n' rides (car parking), kiss 'n' rides (drop off locations), lifts and stairs, bus stops, connecting active transport facilities (pathways) and pedestrian bridges across roads. Stations will be designed in line with Queensland Rail standards, including accessibility requirements in line with the *Disability Discrimination Act* (DDA).

23_001U









Direct Sunshine Coast Rail Line, planning

- [North Coast Region](#)
- [Queensland Transport and Roads Investment Program](#)

Location

Sunshine Coast rail corridor

Timing

Investment planning underway

Status

Planning

Direct Sunshine Coast Rail Line, planning

We are planning for a proposed passenger rail corridor between Beerwah and Maroochydore to increase public transport opportunities for the growing Sunshine Coast community.

The Queensland Government in partnership with the Australian Government are progressing investment planning for the Direct Sunshine Coast Rail Line project.

This builds upon planning completed in 2001 by the Caboolture to Maroochydore Corridor Study. The purpose of the study was to determine the need for a new public transport corridor with consideration for route, mode, station location(s), broader public transport integration and staging between Beerwah and the Sunshine Coast Airport.

This project will review the preserved corridor and consider refinements to the alignment and station locations as well as potential staging plans to meet passenger demand and land use outcomes within the region.

This planning will also include a review of key road/rail interfaces along the proposed rail corridor including the Kawana Motorway, Mooloolah River Interchange and Buderim Mooloolaba Road interchange.

The department is also planning for the Sunshine Coast Public Transport project. Together these projects will provide a connected public transport network for the southern Sunshine Coast area.

Benefits

- Improves safety
- Increases capacity
- Improves network efficiency
- Increases car parks
- Accessibility
- Reduces travel time
- Contributes to economy
- Contributes to regional growth
- Better active transport
- Reduces peak hour congestion

Key features

- A 37km rail extension between Beerwah and Maroochydore to increase public transport opportunities.
- New stations along the corridor.
- Park 'n' rides and associated facilities to increase accessibility.
- Active transport provisions along the corridor to improve safety and encourage these transport modes.
- Maintenance access, stabling and operational facilities.

Funding

This planning project is jointly funded by the Australian and Queensland governments on a 50:50 basis with a commitment of \$6 million.
Investment ID: 2140049

Total investment

\$6 million

Australian Government

3 million
Queensland Government
3 million

Current status

The community now is invited to provide feedback on the project. View the alignment and station locations and have your say between xx date and xx date.

Sustainability

The sustainability principles will be linked to specific targets and objectives within the Infrastructure Sustainability Management Plan to optimise environmental, social, economic and governance outcomes.

The project aims to achieve a formal Infrastructure Sustainability Council rating of 'excellent' for both design and as built phases of construction.

Planning location map



Contact us

Email: SCPpublicTransport@tmr.qld.gov.au

Phone: [\(07\) 5451 7055](tel:(07)54517055)

Post: Direct Sunshine Coast Rail Line
Department of Transport and Main Roads
PO Box 1600
Maroochydore QLD 4558

- [Central West](#)
- [Darling Downs](#)
- [Far North Queensland](#)
- [Fitzroy](#)
- [Mackay/Whitsunday](#)
- [Metropolitan](#)
- [North Coast](#)
- [North West Queensland](#)

- [Northern Queensland](#)
- [South Coast](#)
- [South West](#)
- [Wide Bay/Burnett](#)

Related projects



Beerburrum to Nambour Rail Upgrade (Stage 1)

The Beerburrum to Nambour Rail Upgrade will provide additional track capacity and reliability, creating travel time savings and increased passenger and freight services to the growing Sunshine Coast region.

- [North Coast](#)
- [Construction](#)

Draft Southern Sunshine Coast Public Transport Strategy

Building on the foundation of previous transport planning for the Sunshine Coast region, we have developed the draft Strategy with input from Sunshine Coast Council.

- [North Coast](#)

Department of Transport and Main Roads
Decision Brief
COM1126

Attachment 4 – Kawana Motorway

4.1 HiVE page

4.2 Newsletter

4.3 Webpage update

Released under RTI - DTMR

Kawana Motorway

Have your say on a new motorway forming a north-south connection from the Sunshine Motorway to the Bruce Highway



Home / Kawana Motorway

Overview

The Department of Transport and Main Roads (TMR) is planning for a new motorway to help keep traffic moving on the Sunshine Coast.

The Kawana Motorway will provide a direct connection between Parrearra (the planned Mooloolah River Interchange at Kawana Way) and Meridan Plains (Kawana Way Link Road). This aims to reduce traffic congestion and improve travel times and safety on other major roads in the area including Kawana Way and Nicklin Way, particularly for public transport.

This project will form part of a proposed new north-south motorway (Sunshine Motorway, through the new Mooloolah River Interchange, onto Kawana Motorway, Kawana Way Link Road and Bells Creek Arterial Road to the Bruce Highway), a high-speed alternative to the Bruce Highway.

Stay up to date

Register for project updates

First name

Last name

Enter your email address

Submit

Timeline



November 2021

First phase of community consultation



2023

Second phase of community consultation



2023

Business case finalised



Future stages

Following completion and approval of this planning, TMR will seek funding for detailed design and construction.

See less

Project documents

Concept designs



JPEG (748.60 KB)

Download a PDF of the concept designs. This is also available to view in 'Project information'.

New north-south motorway-standard connection map



PDF (1.99 MB)

This map shows how the new north-south motorway connection (which includes Kawana Motorway) would link the Sunshine Motorway to the Bruce Highway.



Project newsletter

JPEG (1.23 MB)

Contact us

Have a question or want to learn more about the project? Contact us below:



About the project

View the concept designs and information about the proposed motorway, including the location of interchanges and off-ramps.

View details >



Have your say

Provide comments on the concept designs. Feedback will be considered in the next phase of the project (detailed design).

Submit your feedback >

Transport modelling of forecast traffic volumes, which considers future road network projects, public transport including rail, has confirmed the need for this new motorway parallel to Kawana Way.

Travel options for the future

TMR is planning for both road and public transport projects to get the Sunshine Coast's growing number of residents and visitors where they need to be. Nearby projects have been considered in the planning for this project.

- Sunshine Coast Public Transport project
- Direct Sunshine Coast Rail Line
- Mooloolah River Interchange
- Caloundra Road/Kawana Way Link Road/Bells Creek Arterial Road intersection
- Beerburrum to Nambour Rail Upgrade



Did you know?

TMR uses Queensland Treasury's Project Assessment Framework to assess projects at critical stages. From the initial assessment of the service required, through to business case and delivery, a project's progress and quality is



Did you know?

TMR uses Queensland Treasury's Project Assessment Framework to assess projects at critical stages. From the initial assessment of the service required, through to business case and delivery, a project's progress and quality is assessed via a series of reviews by independent technical experts from across Australia to ensure it meets strategic objectives and achieves value for money. **For more information about the process, [click here](#).**

Contact us

Have a question or want to learn more about the project? Contact us below:

- 📞 Phone (07) 5451 7055
- ✉ Email NCR_planning_comms@tmr.qld.gov.au
- 🌐 Website www.tmr.qld.gov.au/kawanamotorway
- ✍ In writing Department of Transport and Main Roads
Kawana Motorway Business Case
PO Box 1600
MAROOCHYDORE QLD 4558



Australian Government



Queensland Government

This project is jointly funded by the Australian and Queensland governments

Released under RTI - DTP



About the project

View the concept designs and information about the proposed motorway, including the location of interchanges and off-ramps.

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Kawana Motorway: Concept designs

[Home](#)

CONCEPT DESIGNS

NORTH-SOUTH MOTORWAY

FAQS

The new motorway is proposed to create a high-speed north-south motorway connection and connect to the local road network with interchanges in 3 locations.

These interchanges are proposed for:

- Woodlands Boulevard in Meridan Plains (narrow diamond interchange between Woodlands Boulevard and Creekside Boulevard providing access to Kawana Way)
- Birtinya Town Centre (overpass connecting to Lake Kawana Boulevard, over Station Road and providing southbound access to Central Avenue)
- Mooloolah River Interchange (overpass over Kawana Way, connecting to the river crossing component of the Mooloolah River Interchange with north facing access ramps). The river crossing component of the Mooloolah River Interchange is proposed to be constructed prior to the Kawana Motorway, to provide a high-speed north-south motorway connection.

An overpass is also proposed at Main Drive, from Metier Linkway, to connect local traffic from east to west.

Concept only – subject to further refinement and design

Click the markers on the layouts below to view details about those locations.





About the project

View the concept designs and information about the proposed motorway, including the location of interchanges and off-ramps.

[View details >](#)



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Kawana Motorway – concept designs

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CONCEPT DESIGNS

NORTH-SOUTH MOTORWAY

FAQS

The Kawana Motorway project will form part of a new north-south motorway (Sunshine Motorway, through the new Mooloolah River Interchange, onto Kawana Motorway, Kawana Way Link Road and Bells Creek Arterial Road to the Bruce Highway).

IMAGE HERE: North-south motorway map (updated version currently being designed)



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CONCEPT DESIGNS

NORTH-SOUTH MOTORWAY

FAQS

Frequently asked questions (FAQs)

? How does the motorway connect to other roads?

? How many lanes will the motorway be?

? Will the project impact local residents?

? When will the motorway be constructed?



About the project

View the concept designs and information about the proposed motorway, including the location of interchanges and off-ramps.

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[CONCEPT DESIGNS](#)

[NORTH-SOUTH MOTORWAY](#)

[FAQS](#)

Frequently asked questions (FAQs)

? [How does the motorway connect to other roads?](#)

? [How many lanes will the motorway be?](#)

? [Will the project impact local residents?](#)

? [When will the motorway be constructed?](#)

Frequently asked questions (FAQs)

x

? [How does the motorway connect to other roads?](#)

The project will form part of a new north-south motorway (Sunshine Motorway, through the new Mooloolah River Interchange, onto the proposed Kawana Motorway, Kawana Way Link Road and Bells Creek Arterial Road to the Bruce Highway). These projects will help reduce traffic congestion, improve safety and provide faster travel times.

Southern end (Woodlands Boulevard in Meridan Plains)

A narrow diamond interchange will connect the Kawana Motorway to local roads on the southern end (Woodlands Boulevard, Creekside Boulevard and Kawana Way). The interchange is proposed to be elevated over both the proposed Direct Sunshine Coast Rail Line and Kawana Motorway.

Birtinya Town Centre

There will be an interchange connecting the motorway to Lake Kawana Boulevard and Kawana Way, providing access to the Sunshine Coast University Hospital (SCUH) and the Birtinya Town Centre. The interchange will be elevated over Station Road, the proposed Direct Sunshine Coast Rail Line and Kawana Motorway and provide southbound access to Central Avenue and Lake Kawana Boulevard.

An overpass is also proposed at Main Drive, from Metier Linkway, to connect local traffic to the existing Kawana industrial estate from east to west.

Northern end (Kawana Way)

An overpass over Kawana Way will connect to the proposed 2-lane Mooloolah River crossing component of the Mooloolah River Interchange (MRI), which then connects onto the existing Sunshine Motorway. This overpass will have north-facing access ramps providing access from the motorway onto Kawana Way.

? [How many lanes will the motorway be?](#)

TMR is planning the Kawana Motorway as a new 4-lane motorway.

There are 2 stages of construction proposed. The first stage will be a 2-lane road linking to the 2-lane Mooloolah River Interchange (MRI) river crossing from the Sunshine Motorway to reduce congestion, followed by a 4-lane motorway to cater for long-term traffic volumes.

In addition, the business case plans for an additional 2 lanes in the future (a total of 6 lanes) to future-proof the motorway and the surrounding areas as the population continues to increase.

? [Will the project impact local residents?](#)

Some property owners will be impacted by property acquisitions required for the project. Property impacts will be confirmed at the completion of the business case stage. TMR will liaise directly with impacted property owners to ensure they are well-informed of the project, in line with TMR's acquisition process.

TMR will also liaise with residents and businesses in proximity to the project during the design phase, and prior to construction, to inform them of any potential disruptions during works and any traffic changes that will be in place once the project is constructed.

? [When will the motorway be constructed?](#)

The business case is planned for completion by end of 2023. Construction dates and stages will be determined as part of the detailed design phase, following allocation of funding for detailed design and construction. Detailed design and construction will be subject to future funding availability in consideration of competing statewide priorities.



Have your say

Provide comments on the concept designs. Feedback will be considered in the next phase of the project (detailed design).

[Submit your feedback >](#)



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Kawana Motorway – have your say (concept designs)

[Home](#)

Feedback on the concept designs will be considered during the next phase of the project (detailed design) to ensure the upgrade is suited to all user groups and impacts to stakeholders are minimised.

View the concept designs and provide feedback by **XX June 2023**.



Join the conversation today

Create an account or log in to share your thoughts and ideas.

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Please provide your comments about the concept designs.

Name

Postcode Required

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Pop-up information sessions

Come along and speak to the project team. Some sessions are combined with the Sunshine Coast Public Transport project, Mooloolah River Interchange, Kawana Motorway and Beerburrum to Nambour Rail Upgrade.



Tuesday 6 June 2023 03:00 pm – 07:00 pm

Venue 114

Please book a timeslot to help us with planning these sessions.



Wednesday 7 June 2023

Beerwah

The Department of Transport and Main Roads (TMR) is planning for a new motorway to help **keep traffic moving on the Sunshine Coast**.

The Kawana Motorway will provide a direct connection between Parrearra (the planned Mooloolah River Interchange at Kawana Way) and Meridan Plains (Kawana Way Link Road). This aims to reduce traffic congestion and improve travel times and safety on other major roads in the area including Kawana Way and Nicklin Way, particularly for public transport. It also provides a north–south high speed alternative to the Bruce Highway.

This project will ensure road infrastructure can accommodate traffic demand and sustain ongoing population and economic regional growth. In particular, it will address rapid urban growth in new emerging communities including Caloundra South (Aura) and Palmview (Harmony). It will also provide improved access to the Birtinya Town Centre, the Sunshine Coast University Hospital and Sunshine Coast Health Precinct.

Transport modelling of forecast traffic volumes, which takes into consideration other planned projects including rail, public transport and future developments, has confirmed the need for this new motorway parallel to Kawana Way.

Following an options analysis, early design development with consideration of the heavy rail interface and proposed station locations, investigation work such as geotechnical field studies and initial community consultation, TMR has now developed concept designs for the new motorway including proposed interchange locations and layouts.

The motorway is proposed to be constructed in stages, with a two-lane road to provide connectivity and reduce congestion, followed by a future four-lane motorway to cater for longer-term traffic volumes. Additionally, the concept design for this project and nearby projects also allow space for a potential future six-lane upgrade to minimise impacts to the community in the future.

This project is part of the \$5 million Southern Sunshine Coast Roads Improvement Study, funded by the Australian Government.



Department of Transport and Main Roads

Queensland
Good jobs
Better services
Great lifestyle

Kawana Motorway planning study

Parrearra to Meridan Plains,
Sunshine Coast

Released under RTI - DTMR

A north–south motorway connection

This project will form part of a proposed new north–south motorway (Sunshine Motorway, through the new Mooloolah River Interchange, onto Kawana Motorway, Kawana Way Link Road and Bells Creek Arterial Road to the Bruce Highway), a high-speed alternative to the Bruce Highway.



[www.yoursay-projects.tmr.qld.gov.au/
sunshine-coast-major-projects](http://www.yoursay-projects.tmr.qld.gov.au/sunshine-coast-major-projects)

Contact us

(07) 5451 7055 (8.30am–4.30pm)
NCR_Planning_Comms@tmr.qld.gov.au
Kawana Motorway
Department of Transport
and Main Roads
PO Box 1600
Maroochydore QLD 4558





Connecting Kawana Motorway to nearby roads

The new motorway is proposed to connect to the local road network with interchanges in three locations. These interchanges are proposed for:

- Woodlands Boulevard in Meridan Plains (narrow diamond interchange between Woodlands Boulevard and Creekside Boulevard providing access to Kawana Way)
- Birtinya Town Centre (northbound access to the motorway from Lake Kawana Boulevard, and southbound access to Lake Kawana Boulevard and to Station Road)
- Kawana Way interchange providing north-facing ramps to the Mooloolah River crossing. The river crossing component of the Mooloolah River Interchange is proposed to be constructed prior to the Kawana Motorway, as this creates the new high-speed north–south motorway connection.

An overpass is also proposed at Main Drive, from Metier Linkway, to connect local traffic from east to west.

Travel options for the future

TMR is planning for road, public transport and active transport projects to get the Sunshine Coast's growing number of residents and visitors where they need to go. Nearby projects have been considered in the planning for this project, including:

- Direct Sunshine Coast Rail Line
- Mooloolah River Interchange
- Caloundra Road/Kawana Way Link Road/Bells Creek Arterial Road intersection upgrade
- Sunshine Coast Public Transport project.

Have your say

Community consultation is an important part of the business case planning process. Feedback will also be considered during detailed design and construction to ensure the upgrade is suited to all user groups and impacts to stakeholders are minimised.

View the designs and provide feedback by **18 June 2023**



Visit www.yoursay-projects.tmr.qld.gov.au/kawana-motorway for further information and to have your say.

Property impacts

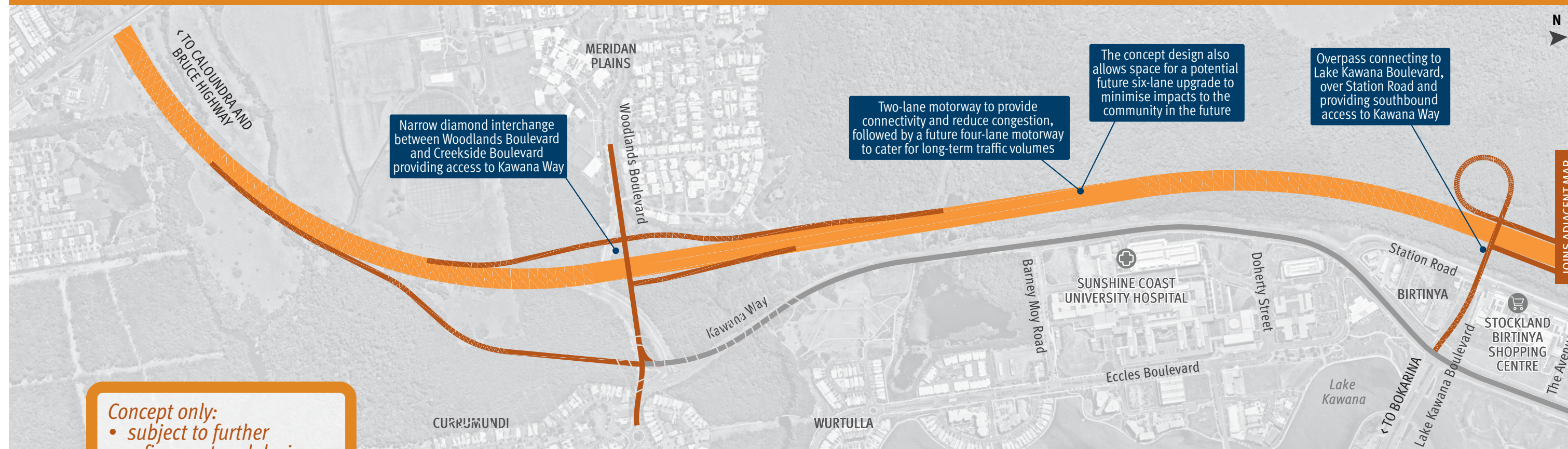
The new motorway is designed mostly within a preserved transport corridor, alongside the proposed Direct Sunshine Coast Rail Line. Due to current design standards for heavy rail, planning for a future six lanes as well as provision of active transport within the corridor some additional properties are expected to be impacted for this project.

Business case planning

TMR is required to undertake extensive planning before a project can be constructed. Business cases are one component of this planning, which determine and recommend a preferred option for new projects or upgrades from an engineering perspective, as well as financial, social, legislative and environmental considerations. Once a business case is approved, a project can be considered for funding for detailed design and construction.

By 2041, more than half a million people will call the Sunshine coast their home. That's an increase of around 45 per cent, an additional 160,000 people.

Kawana Motorway – concept layout



Concept only:
• *subject to further refinement and design*
• *corridor makes provision for Direct Sunshine Coast Rail Line.*



Legend
— Kawana Motorway
— Interchanges and connecting roads
— Kawana Way

Kawana Motorway (Mooloolah River Interchange to Kawana Way Link Road)

• [North Coast Region](#)

Location

Parrearra to Meridan Plains

Timing

The planning study started in early 2021, with completion expected in 2023

Status

Planning

Kawana Motorway (Mooloolah River Interchange to Kawana Way Link Road)

Options are being investigated for a new motorway link (Kawana Motorway) between Parrearra and Meridan Plains. This new 4-lane motorway will help cater for the growing population.

This planning study will investigate options for a new motorway link parallel with Kawana Way. The business case forms part of the [Southern Sunshine Coast Roads Improvement Study](#).

The Kawana Motorway will provide a direct connection between Parrearra (the planned [Mooloolah River Interchange](#) at Kawana Way) and Meridan Plains (Kawana Way Link Road). This will reduce congestion and improve travel times and safety on other major roads such as Kawana Way and Nicklin Way.

Planning of these upgrades will address rapid urban growth in new emerging communities south and west of Caloundra including Caloundra South (Aura) and Palmview (Harmony).

The planning will investigate improvements to be constructed in two stages. The first stage will include a 2-lane road to provide connectivity and reduce congestion, followed by a 4-lane motorway to cater for long-term traffic volumes.

This project will form part of a new north-south motorway (Sunshine Motorway, through the new Mooloolah River Interchange, onto Kawana Motorway, Kawana Way Link Road and Bells Creek Arterial Road to the Bruce Highway).

The business case will include an options analysis, early design development and some investigation work such as geotechnical field studies.

Design and construction of the project will be subject to future funding availability in consideration of competing statewide priorities.

Benefits

- **Improves safety**
- **Increases capacity**
- **Improves network efficiency**
- **Increases traffic flow**
- **Reduces peak hour congestion**
- **Accessibility**
- **Reduces travel time**
- **Contributes to economy**
- **Better active transport**

Key features

- A new major road to form part of a planned motorway connecting the Sunshine Motorway to Caloundra South and the Bruce Highway.
- Interchanges at intersections to accommodate long-term traffic volumes.
- Improved access to the Birtinya Town Centre and Sunshine Coast University Hospital and Health Precinct.
- Active transport infrastructure (pathways and cycle facilities) to improve safety and encourage these transport modes.

Funding

This project is fully funded by the Australian Government as part of the Southern Sunshine Coast Roads Improvement Study. Investment ID 1213130 and 1872460

Total investment

\$2.6 million

Australian Government

\$2.6 million

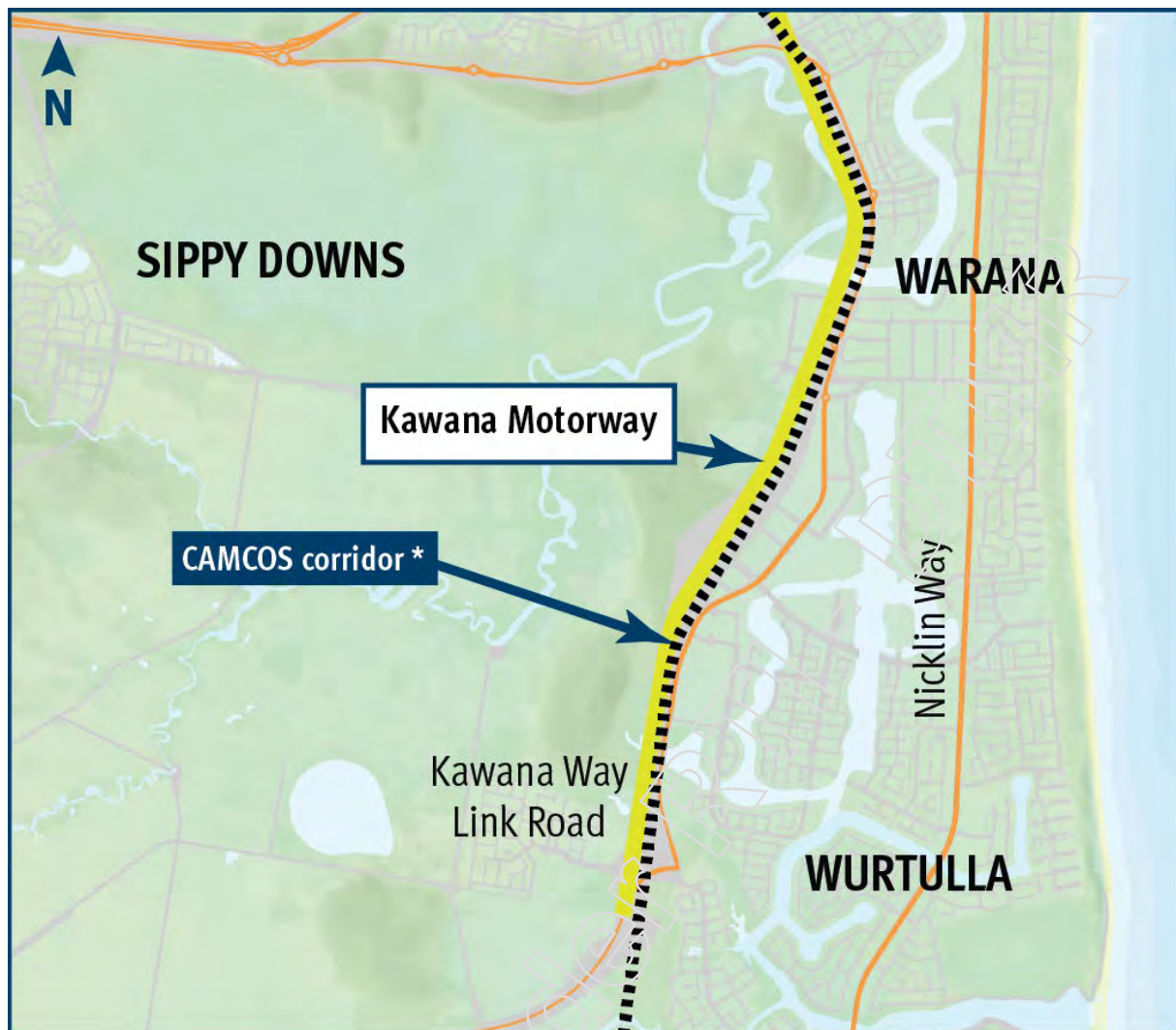
Current status

We have started work to prepare a business case.

Initial community consultation for the project was undertaken in November 2021.

Further community consultation is now underway. Have your say on the concept design between xx date and xx date.

Project map



*The needs and impacts of the Caboolture to Maroochydore Corridor Study (CAMCOS) are a key consideration for Transport and Main Roads in planning these road connections. Planning has confirmed there is adequate space within the protected CAMCOS corridor to accommodate both road and rail.

Contact us

Email: NCR_Planning_Commms@tmr.qld.gov.au

Phone: [\(07\) 5451 7055](tel:(07)54517055)

Post: Kawana Motorway
Department of Transport and Main Roads
PO Box 1600
MAROOCHYDORE QLD 4558

Kawana Motorway

- [_Project newsletter—November 2021_\(PDF, 2.2 MB\)](#)
- [Central West](#)
- [Darling Downs](#)
- [Far North Queensland](#)
- [Fitzroy](#)

- [Mackay/Whitsunday](#)
- [Metropolitan](#)
- [North Coast](#)
- [North West Queensland](#)
- [Northern Queensland](#)
- [South Coast](#)
- [South West](#)
- [Wide Bay/Burnett](#)

Featured projects

Southern Sunshine Coast Roads Improvement Study

A study to identify road network connectivity improvements and safety improvements is underway to increase capacity on roads within the southern Sunshine Coast area to cater for the growing population.

- [North Coast](#)
- [Planning](#)

Caloundra Road, Kawana Way Link Road and Bells Creek Arterial Road intersection planning

Options to improve safety and reduce congestion are being investigated at the Caloundra Road, Kawana Way Link Road and Bells Creek Arterial Road intersection in Caloundra.

- [North Coast](#)
- [Planning](#)

Sunshine Motorway, Mooloolah River Interchange Upgrade (Stage 1)

The Sunshine Motorway, Mooloolah River Interchange upgrade will deliver a safe, efficient, and effective transport network to meet the current and future transport needs of the Sunshine Coast.

- [North Coast](#)
- [Detailed design](#)

Released under RTI - DTPR

Department of Transport and Main Roads
Decision Brief
COM1162

Attachment 5 – Sunshine Coast Public Transport project

5.1 – HiVE page

5.2 – Newsletter

5.3 – Webpage update

Released under RTI - DTMR

Sunshine Coast Public Transport

Help shape future plans for an accessible, convenient and sustainable public transport system between Maroochydore and Birtinya, with a possible extension to Caloundra.



Home

TMR is working towards a better public transport system for the Sunshine Coast

The Sunshine Coast is a highly desired place to live, work and play, and for good reason.

With its stunning natural beauty, relaxed lifestyle and strong sense of community, the region is a leading destination to visit and a dream location to reside.

Already home to 393,000 locals¹ and enjoyed by more than 3.8 million holidaymakers every year², locals and visitors combined make more than 1.1 million trips each day³.

With expansive growth forecast for the region between now and 2041, a fresh approach is needed to provide more convenient, sustainable and accessible ways to get around and develop an improved public transport system that connects everyone.

What TMR is doing

The Department of Transport and Main Roads (TMR) is leading a detailed business case for an enhanced public transport connection between Maroochydore and the Sunshine Coast University Hospital at Birtinya, with a possible extension to Caloundra.

The detailed business case involves a detailed assessment of alternative transport modes and investigates all components of the project to understand and demonstrate the economic, social, environmental and financial viability of a preferred option. Community feedback is an important part of this process.

In developing the detailed business case, TMR will also consider the work previously undertaken by Sunshine Coast Council (SCC) as part of its Mass Transit Options Analysis Report, endorsed by SCC in 2021.

If and when a detailed business case is approved, a project can be considered for funding for detailed design and construction.



Tell us your thoughts

TMR is seeking your feedback to understand what is important to you, to help shape planning.

[Click to complete a survey by <date>.](#)

Register for project updates

First name

Last name

stacey.m.fenech@tmr.qld.gov.au

[Submit](#)

Pop-up information sessions

Come along and speak to the project team. Some sessions are combined with the Direct Sunshine Coast Rail Line, Mooloolah River Interchange and Kawana Motorway.

Tuesday 6 June 2023 03:00 pm – 07:00 pm
Venue 114
Please book a timeslot to help us with planning these sessions.

Wednesday 7 June 2023
Beerwah



Did you know?

TMR uses Queensland Treasury's Project Assessment Framework to assess projects at critical stages. From the initial assessment of the service required, through to business case and delivery, a project's progress and quality is assessed to ensure it meets strategic objectives and achieves value for money. [For more information about the process, click here.](#)

Current transport challenges and risks

The popularity and appeal of the Sunshine Coast also highlights some of the key transport challenges currently being faced. The limited availability of transport options means residents and visitors rely heavily on private vehicles to make local trips, leading to congestion on key roads and impacting the efficiency of all trips and freight movements. With rapid urban growth on the horizon, without considered and careful action, the region's lifestyle and liveability are at risk.

High reliance on private vehicles



Increasing congestion



Local trips on major roads



Urban expansion and population growth



High reliance on private vehicles

The Sunshine Coast's private vehicle ownership rates are the second highest in Australia⁴.

With continued car dependence, those who cannot afford or do not have the ability to operate a vehicle will face reduced access to essential services and job opportunities, leading to social and economic disadvantage.

Without a comprehensive public transport system, the appeal of the region to investment and skilled workers is reduced, hindering economic growth and prosperity.

Increasing congestion

During peak periods, key roads become majorly bottlenecked, causing delays and frustration for all road users. This leads to late arrivals, lost productivity and missed opportunities, reducing time able to be spent with loved ones or enjoying recreational activities.

Increasing congestion will lead to continued growth in car dependence, further exacerbating gridlock across the transport network, resulting in longer commute times, increased pollution and crash risks, and reduced quality of life.

Local trips on major roads

With current limited availability of public transport options and public transport patronage sitting at just 3.4%⁵, a large volume of simple, local trips are being made by private vehicles on major roads.

This is placing increased pressure on the broader transport network and compromising its efficiency.

Urban expansion and population growth

Rapid urban expansion and population growth is leading to increased traffic congestion and demand for essential services and infrastructure.

By 2041 the Sunshine Coast will need a transport network that can support 500,000 residents, 87,000 more dwellings and 85,000 additional jobs.⁶

Without futureproofing and forward thinking now, the lifestyle and liveability of current and emerging communities are at risk.

Future possibilities

Picture a Sunshine Coast that empowers everyone to easily get where they need to be and choose how they get there. One that allows residents to leave the car at home and seamlessly transfer from one public transport service to the next, spend less time looking for a car park and more time enjoying the attractions and destinations on the region's doorstep.

The opportunities a better public transport system can bring are endless, but here are just a few.

Enhanced access and connections to services

A multi-modal, integrated transport connection

Sustainable and attractive travel options

Increased capacity to support future demand

Transforming the way you travel

How can a better public transport system benefit you? Swipe below to read case studies.



Proposed route

To view a map of the proposed route, click here.

Travel options

SCC's Mass Transit Options Analysis, endorsed in 2021, compared 5 options for an enhanced public transport connection.

To learn more about the 5 options, swipe through each of the images.



Bus rapid transit

A bus rapid transit system consists of large bus vehicles that run on dedicated lanes, mostly in the centre of the road.

Enhanced access and connections to services

More available and affordable public transport services will make it easier for everyone in the community to access key destinations and attractions, regardless of their needs and abilities.

A multi-modal, integrated transport connection

Unprecedented access to public transport services will allow locals and visitors to embrace the Sunshine Coast way of life and reap the health benefits of an active lifestyle.

By seamlessly and conveniently transferring between different modes of transport, like bikes, buses and the Direct Sunshine Coast Rail Line, users will have a range of travel options available to get them right where they need to be.

Sustainable and attractive travel options

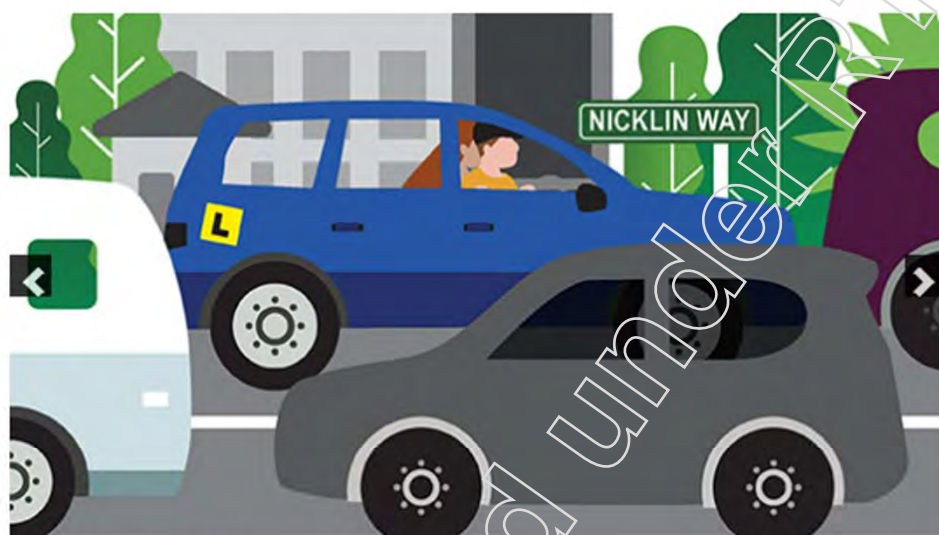
Having efficient, convenient and reliable travel options will enable everyone to reach their places of work, school or play, and back home again, safely and on time, all while helping reduce emissions and pollution.

Increased capacity to support future demand

Improving the ability of the public transport system to handle a larger volume of passengers will help meet the demands for travel to key local destinations and major events for generations to come.

Transforming the way you travel

How can a better public transport system benefit you? Swipe below to read case studies.



Jack, 16, Currimundi

Jack is a learner driver and apprentice mechanic who works weekdays in Maroochydore.

Without a driver's licence and a car, Jack relies on his working parents to get around.

They endure peak hour congestion on Nicklin Way each day which adds to their commute, taking time away from other activities.

With an improved public transport system, Jack could have the independence to make his own way to work and back home again, freeing up more time for his parents too.

The affordability better public transport would bring means Jack could put more of his hard-earned money towards his savings.

● ○ ○ ○ ○ ○

Frequently asked questions

Get answers to common queries.

? What is meant by the term 'mass transit'?

? Why do we need an improved public transport system?

? Have any of SCC's 5 options been ruled in or out?

? How will the preferred option be determined?

Project documents



Newsletter

PDF (969.89 KB)

Related projects

TMR is planning for various road, rail and public transport projects to get the Sunshine Coast's growing number of residents and visitors where they need to be. Nearby projects have been considered in the planning for this project include:

- Direct Sunshine Coast Rail Line
- Kawana Motorway
- Mooloolah River Interchange
- Southern Sunshine Coast Public Transport Strategy
- Beerburum to Nambour Rail Upgrade

Contact us

Have a question or want to learn more about the project? Contact us below:

- Phone (07) 5451 7055
- Email SCPublicTransport@tmr.qld.gov.au
- Website www.tmr.qld.gov.au/SunshineCoastPublicTransport
- In writing Sunshine Coast Public Transport
Department of Transport and Main Roads
North Coast Region
PO Box 1600
MAROOCHYDORE QLD 4558

If you need an interpreter, call the Translating and Interpreting Service on 13 14 50 (International callers phone +61 3 9268 8332) and have them contact TMR on 13 23 80. If you are deaf or have a hearing or speech impairment contact us through the National Relay Service.

Get answers to common queries.

? What is meant by the term 'mass transit'?

By definition, a mass transit system, also called a rapid transit system, enables the movement of large volumes of people using frequent and efficient group travel vehicles and technologies. It is intended to provide local trips to key areas and destinations, where passengers can also transfer to other connecting public transport services, including the Direct Sunshine Coast (DSC) Rail Line.

? Why do we need an improved public transport system?

The Sunshine Coast is a highly desired place to live, work, play and grow, and is home to 393,000 locals and enjoyed by more than 3.8 million holidaymakers every year. Locals and visitors combined make more than 1.1 million trips each day. Currently, residents in the region have one of the highest private vehicle ownership rates in Australia due to limited competitive transport options. These factors have lead to increased traffic volumes on major arterials and growing congestion throughout the road network.

An improved public transport system will help meet forecast increased demand for public transport services and population growth facing the region, and support more than 500,000 residents, 87,000 more dwellings and 800,000 additional daily trips by 2041.

For more information about the vision for a future public transport system for the southern Sunshine Coast area, view the Southern Sunshine Coast Public Transport Strategy.

? Have any of SCC's 5 options been ruled in or out?

No options have yet been ruled in or out as part of the detailed business case. A key component of the detailed business case is an options refinement process which will carefully consider a range of factors, including technical merits and community feedback, to help narrow down the number of options. TMR will undertake further, independent community engagement to seek feedback on the refined options later this year. Input obtained from this process will be considered as part of the identification of an ultimate solution. To be alerted to opportunities to have your days, register for updates (top right corner)

? How will the preferred option be determined?

As with all projects undertaken by TMR, a number of factors need to be carefully considered as part of the process to identify a preferred option for a future public transport system. In addition to the needs of and feedback received from the community and via the project's dedicated Community Reference Group, other elements including various technical, economic, environmental merits will be thoroughly evaluated.

? How much will the project cost?

The Australian Government, Queensland Government and Sunshine Coast Council have each contributed \$5 million towards to the detailed business case.

Further funding is required to progress design and delivery of the project. The detailed business case, once complete, will provide greater clarification on the additional funding required to undertake these phases once a preferred option is identified.

How will previous community feedback received through SCC be considered? Will there be further opportunities for the community to provide feedback on the project?

TMR acknowledges the significant community engagement previously undertaken by SCC in 2021 and the time taken by members of the community to provide their feedback. TMR is considering the findings in SCC's Mass Transit Options Analysis Engagement Report as part of its work to develop the detailed business case. As part of TMR's fresh approach to the project, TMR is currently providing information and education on the five options put forward by SCC. This will enable the community to provide informed feedback at later stages of the project and assist in identifying a preferred option. TMR encourages interested members of the community to register for updates (top right corner) to be alerted to these opportunities to provide feedback in future.

? Where is the proposed corridor/route?

In line with the Southern Sunshine Coast Public Transport Strategy, which sets out the department's vision for a future public transport system for the southern Sunshine Coast area, the project is identified as a strategic connector to support the Coastal Corridor.

The Coastal Corridor is comprised of several existing state and local roads between Maroochydore and Birtinya, including Aerodrome Road, Alexandra Parade, Brisbane Road, Nicklin Way, Main Drive and Kawana Way.

Through the previous work of the Coast Connect project, the identified corridor is now protected under the provisions of the Transport Planning and Coordination Act 1994.

Planning for Sunshine Coast Public Transport project will continue to utilise the identified corridor, which provides access and connectivity to key destinations and major retail, sporting and business precincts.

? Is an improved public transport system along the coastal corridor needed if the Direct Sunshine Coast Rail Line was delivered?

The Southern Sunshine Coast Public Transport Strategy sets out a proposed vision and direct for public transport for the southern Sunshine Coast. Planning for the future network includes a western corridor (the North Coast Rail Line), a centre corridor (Direct Sunshine Coast Rail Line), a coastal corridor (Sunshine Coast Public Transport project) and the key connectors (connections between the three corridors).

The Direct Sunshine Coast Rail Line will provide medium and longer distance trips, including to/from the Sunshine Coast and between the region's economic centres, while the Sunshine Coast Public Transport project will enable local travel through short distance public transport trips.

The two services will connect to make it easier for people to travel by public transport.

Heavy passenger rail, as is planned for the Direct Sunshine Coast Rail Line, is not suitable for local travel in and between the coastal suburbs due to the amount of infrastructure required.

? When will the project be delivered?

The detailed business case is expected to be completed in mid-2025. At this point, the project can be considered for funding for detailed design and construction.

Transforming the way you travel

How can a better public transport system benefit you? Swipe below to read case studies.



Jack, 16, Currimundi

Jack is a learner driver and apprentice mechanic who works weekdays in Maroochydore.

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The affordability better public transport would bring means Jack could put more of his hard-earned money towards his savings.



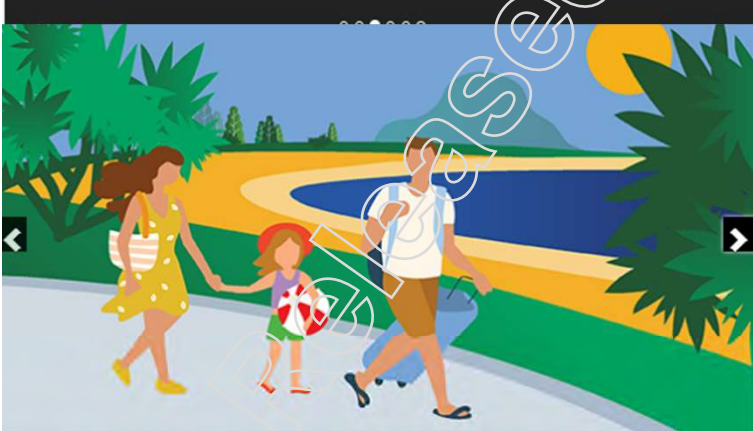
Patrick, 26, Bundaberg

Patrick has enjoyed annual trips to the Sunshine Coast with his family since he was a kid.

Now as an adult and a person in a wheelchair, he would like the chance to relive some of his childhood memories and visit the region independently.

Having an improved public transport system would enable Patrick to make holiday plans with the comfort of knowing he could travel throughout the region and access key attractions.

This would provide greater social inclusion and equity for people like Patrick, empowering them to return to the Sunshine Coast and make more memories for years to come.



Chris, 46, Petrie

Chris enjoys weekends with his family at Alexandra Headland and hates driving in traffic on the Bruce Highway and the hassle of finding a car park.

Chris would like to kick back on his weekends, enjoy time out of the driver's seat and turn trips to the beach into memorable adventures with his kids who are excited to catch the train.

With an improved public transport system, Chris and his family could get onboard the Direct Sunshine Coast Rail Line, then connect on to various other public transport services to get to tourism precincts across the coast.

For Chris, being able to leave the car at home on the weekends would truly be bliss.

Not driving between Petrie and the Sunshine Coast in peak traffic would also be much more energy efficient for Chris – one full train can take more than 600 cars off the road.



Emily, 32, Maroochydore

Emily enjoys wining and dining across the coast's popular restaurant precincts.

She regularly meets her mates for dinner but needs to plan her journey, factoring in time for delays due to traffic and time to find a park.

Sometimes, she relies on taxis and ride share apps which can prove costly during peak demand periods.

With an improved public transport system, Emily could enjoy a drink out with her friends without risking her safety or others' by being behind the wheel, saving money while she's at it.



Barbara, 68, and John 71, Warana

Barbara and John are unable to drive and need to attend specialist medical appointments at the Sunshine Coast University Hospital regularly.

As a person in a wheelchair, Barbara relies on specialised vehicles to transport her where she needs to be.

With an improved public transport system, the couple could easily access stations and make their trips, giving them greater mobility, independence and inclusion.

Having frequent and reliable services on offer, Barbara and John would have peace of mind knowing they can get to their appointments on time and make their return journeys just as seamlessly.



Kylie, 51, Buddina

Kylie is passionate about her local community and preserving the Sunshine Coast environment and lifestyle.

She wishes she could have greater travel options that would encourage more people out of their cars and onto more sustainable transport modes.

With an improved public transport system, Kylie could do her bit in helping reduce emissions, pollution and congestion all on her daily commute.

In addition to the environmental benefits, Kylie would improve her productivity, with public transport trips giving her more time to read books, catch up on shows or enjoy a nap while in transit.

By catching public transport, Kylie can feel good about the way she gets around.

Sunshine Coast Public Transport: Survey

Home

Open

Tell us your thoughts

We're seeking your feedback to understand what's important to you, to help shape

Interests

Which suburbs within the project area are you most interested in?

- ☐ Maroochydore
- ☐ Alexandra Headland
- ☐ Mooloolaba
- ☐ Minyama
- ☐ Buddina
- ☐ Warana
- ☐ Parrearra
- ☐ Wurtulla
- ☐ Birtinya
- ☐ No areas specifically, I'm just generally interested in the project

What elements of the project are you most interested in?

- ☐ Preferred option / mode
- ☐ Corridor / route
- ☐ Location of stops and stations
- ☐ No elements in particular, I'm just generally interested in the project
- ☐ Something more specific (please specify)

Current transport uses

How often do you currently travel throughout the project area?

What's the main reason you currently travel throughout the project area?

- ☐ Travel to/from work
- ☐ Travel to school/education
- ☐ Travel to shops
- ☐ Travel to beach
- ☐ Travel to restaurants/dining precincts
- ☐ Travel to local tourist attractions
- ☐ Travel to appointments (general)
- ☐ Travel to appointments (for medical purposes)

Which transport modes do you currently use to travel throughout the project area?

Select all that apply

- ☐ Private car - as a driver
- ☐ Private car - as a passenger
- ☐ Motorcycle
- ☐ Bicycle
- ☐ Walk
- ☐ Bus
- ☐ Taxi
- ☐ Rideshare apps
- ☐ Truck
- ☐ Other (please specify)



Tell us your thoughts

TMR is seeking your feedback to understand what is important to you, to help shape planning.

Click to complete a survey by <date>.

Of all the transport modes you selected above, what is the main mode of transport you use?

Thinking about your main mode of transport, why do you choose this as your primary way to travel?

- ☐ Convenience (I can get where I need to be, when I need to)
- ☐ Affordability (this mode of transport is cost efficient for me)
- ☐ Sustainability (I make an environmentally conscious choice about how I travel)
- ☐ No other viable option
- ☐ Another reason (please specify)

Thinking about travelling through the project area using your main mode of transport, overall, how hassle-free would you say your travel generally is?

10 being very good, 1 being very poor.

1

10

Reset

Current transport challenges

Please indicate whether you agree or disagree with these statements.

Residents on the Sunshine Coast rely heavily on their private vehicles due to limited other transport options

Traffic congestion on the Sunshine Coast is a frequent and regular issue

Many local trips are made via major arterial roads

Rapid urban expansion is an emerging issue for the Sunshine Coast

Future possibilities and options

In 10 words or less, what would need to change to encourage or entice you to use public transport?

Future possibilities and options

In 10 words or less, what would need to change to encourage or entice you to use public transport?

Think about your ideal future public transport system. What do you consider important to you when it comes to public transport services? Click and drag to rank in order of most importance to least importance.

Customer experience

Accessibility

Community connectivity

Reliability

Safety / security

Efficiency / productivity

Affordability

Environment / sustainability

Think about your ideal future public transport system. What do you consider important to you when it comes to surrounding infrastructure required to support this? Click and drag to rank in order of most importance to least importance.

Park 'n' ride / kiss 'n' ride facilities	...
Landscaping	...
Placemaking	...
Walkways	...
Active transport facilities (for bikes, scooters etc)	...

Any additional comments you'd like to provide?

You have 250 characters left

Communication and engagement preferences

How would you like us to communicate with you about this project in future?

- ☐ Email updates
- ☐ Newsletters / flyers
- ☐ Social media
- ☐ Traditional media (TV, print, radio)
- ☐ In person information / drop-in sessions
- ☐ Text / SMS
- ☐ Other (please specify)

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- ☐ In person information / drop-in sessions
- ☐ Text / SMS
- ☐ Other (please specify)

About you

Gender

Age

Suburb

Providing your suburb helps us consider what is important to people in specific areas.

Submit

Sunshine Coast Public Transport

Home



Proposed route

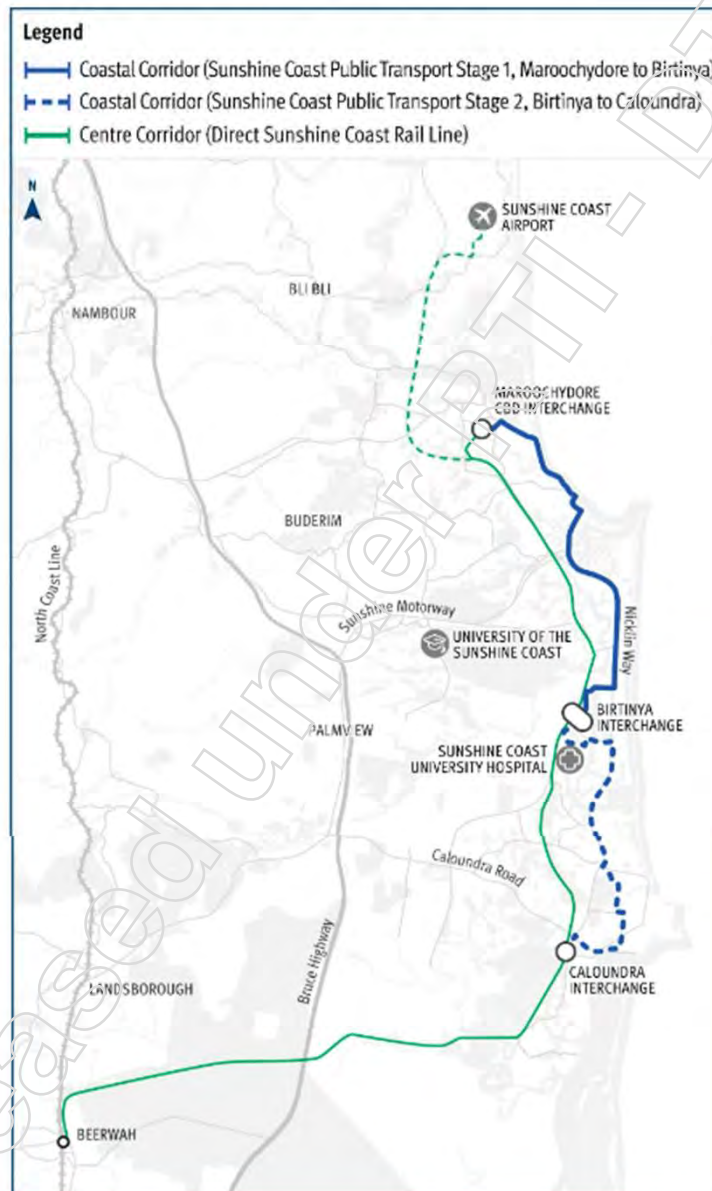
To view a map of the proposed route, click [here](#).

Corridor route map

In line with the Southern Sunshine Coast Public Transport Strategy, which sets out TMR's vision for a future public transport system for the southern Sunshine Coast area, the Sunshine Coast Public Transport project is identified as a strategic connector to support the Coastal Corridor.

The Coastal Corridor is comprised of several existing state and local roads between Maroochydore and Caloundra, including Aerodrome Road, Alexandra Parade, Brisbane Road, Nicklin Way, Main Drive and Kawana Way.

Travel along the Coastal Corridor is intended to be for short, local, intra-regional trips, providing access to key coastal tourism, health and business precincts and to the Centre Corridor which consists of the Direct Sunshine Coast Rail Line.



The Sunshine Coast is a **highly desired** place to live, work, play and grow, and for good reason.



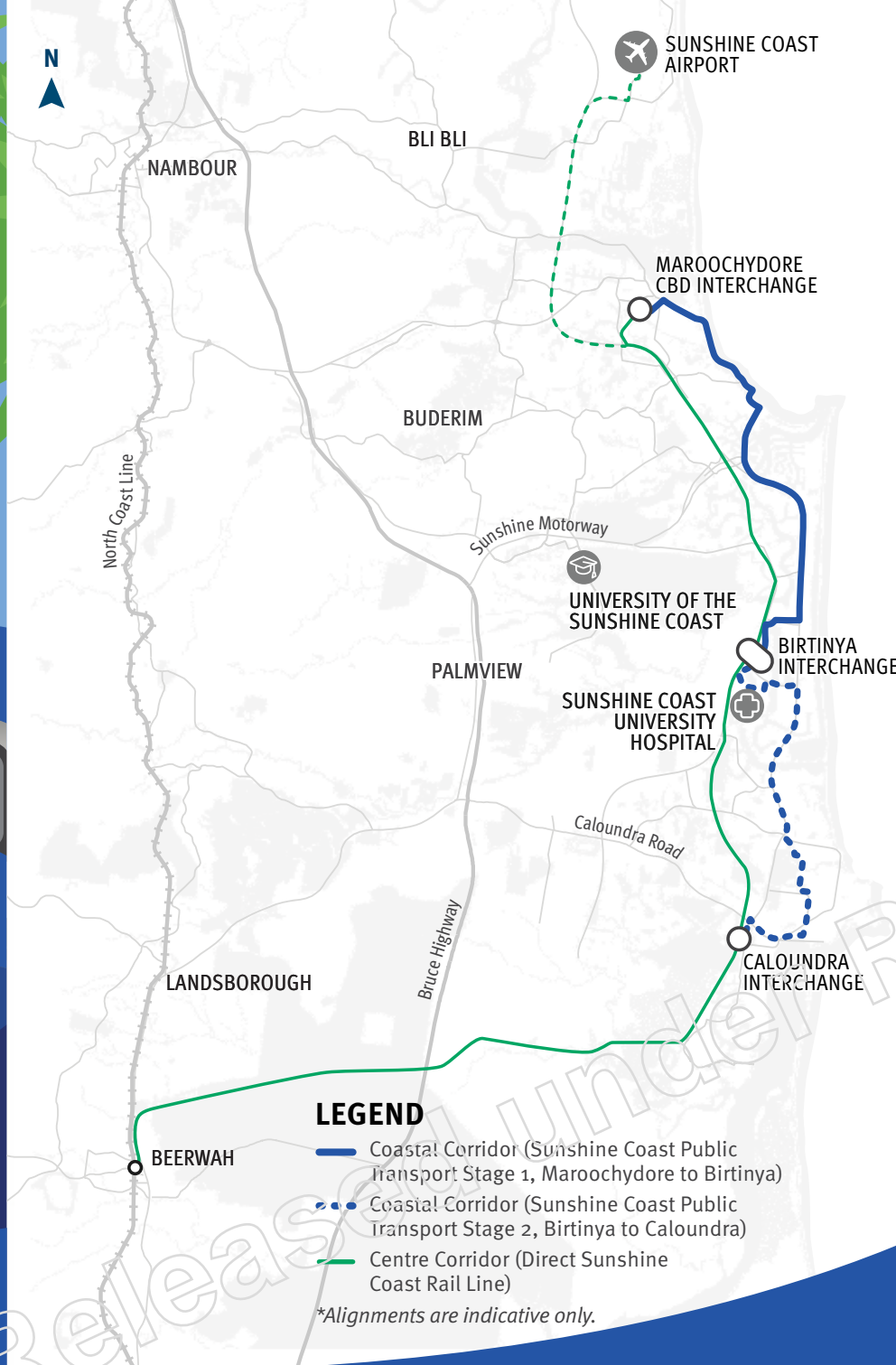
With its stunning natural beauty, relaxed lifestyle and strong sense of community, the region is a leading destination to visit and a dream location to settle in forever.



Already home to 393,000 locals and enjoyed by more than 3.8 million holidaymakers every year, locals and visitors combined make more than 1.1 million trips each day.



With expansive growth forecast for the region between now and 2041, a fresh approach is needed to provide more convenient, sustainable and accessible ways to get around and develop an improved public transport system that connects everyone.



Proposed corridor and route

In line with the Southern Sunshine Coast Public Transport Strategy, which sets out the department's vision for a future public transport system for the southern Sunshine Coast area, the project is identified as a strategic connector to support the Coastal Corridor.

The Coastal Corridor is comprised of several existing state and local roads including Aerodrome Road, Alexandra Parade, Brisbane Road, Nicklin Way, Main Drive and Kawana Way.

Travel along the Coastal Corridor is intended to be for short, local, intra-regional trips, providing access to key coastal tourism, health and business precincts and to the Centre Corridor which consists of the Direct Sunshine Coast Rail Line.

Stage 1 of the Sunshine Coast Public Transport project will investigate the section between Maroochydore to Birtinya, with Stage 2 to investigate a possible extension, including corridor options, to Caloundra



www.yoursay-projects.tmr.qld.gov.au/sunshine-coast-major-projects

Contact us

(07) 5451 7055
Monday to Friday (8.30am - 4.30pm)
scpublictransport@tmr.qld.gov.au
Sunshine Coast Public Transport
Department of Transport and Main Roads
PO Box 1600
Maroochydore QLD 4558

Related projects

TMR is planning for various road, rail and public transport projects to get the Sunshine Coast's growing number of residents and visitors where they need to be. Nearby projects have been considered in the planning for this project.

Scan the QR code to view details and consultation opportunities for the Direct Sunshine Coast Rail Line, Mooloolah River Interchange upgrade and Kawana Motorway projects.

13 QGOV (13 74 68)
www.tmr.qld.gov.au | www.qld.gov.au

Department of Transport and Main Roads

Queensland
Good jobs
Better services
Great lifestyle

Sunshine Coast Public Transport Detailed Business Case



Australian Government

Sunshine Coast
COUNCIL



Queensland Government

We're working towards a better public transport system for the Sunshine Coast

What we're doing

The Department of Transport and Main Roads (TMR) is leading a detailed business case for an enhanced public transport connection between Maroochydore and the Sunshine Coast University Hospital at Birtinya, with a possible extension to Caloundra.

The detailed business case involves an assessment of alternative transport modes and investigates all components of the project to understand and demonstrate the economic, social, environmental and financial viability of a preferred option. Community feedback is an important part of this process.

In developing the detailed business case, TMR will also consider the work previously undertaken by Sunshine Coast Council (SCC) as part of its Mass Transit Options Analysis, endorsed in 2021.

A total of \$15 million has been allocated for the detailed business case, jointly funded by the Australian Government, Queensland Government and SCC.

If and when a detailed business case is approved, a project can be considered for funding for detailed design and construction.

How you can help

TMR is seeking your feedback to understand what's important to you, to help shape planning for the region's future public transport solution. Scan the QR code to complete a survey.

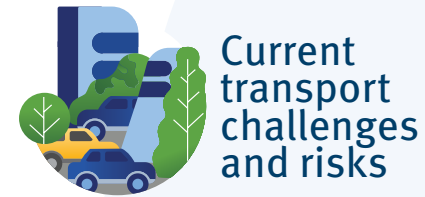
SCAN
HERE!



www.yoursay-projects.tmr.qld.gov.au/sunshine-coast-public-transport

Survey

Survey form with checkboxes and a SUBMIT button.



Current transport challenges and risks

The popularity and appeal of the Sunshine Coast also highlights some of the key transport challenges currently being faced. The limited availability of transport options means residents and visitors rely heavily on private vehicles to make local trips, leading to congestion on key roads and impacting the efficiency of all trips and freight movements. With rapid urban growth on the horizon, without considered and careful action, the region's lifestyle and liveability are at risk.

High private vehicle reliance

The Sunshine Coast's private vehicle ownership rates are the second highest in Australia. With continued car dependence, those who cannot afford or do not have the ability to operate a vehicle will face reduced access to essential services and job opportunities, leading to social and economic disadvantage.

Without a comprehensive public transport system, the appeal of the region to investment and skilled workers is reduced, hindering economic growth and prosperity.

Increasing congestion

During peak periods, key roads become bottlenecked, causing delays and frustration for all road users. This leads to late arrivals, lost productivity and missed opportunities, reducing time able to be spent with loved ones or enjoying recreational activities.

Increased congestion will lead to continued growth in car dependence, further exacerbating gridlock across the transport network, resulting in longer commute times, increased pollution and crash risks, and reduced quality of life.

Local trips on major roads

With current limited availability of public transport options and public transport patronage at just 3.4 per cent, a large volume of simple, local trips are being made by private vehicles on major roads.

This is placing increased pressure on the broader transport network and compromising its efficiency.

Urban growth

Rapid urban expansion and population growth is leading to increased traffic congestion and demand for essential services and infrastructure.

By 2041 the Sunshine Coast will need a transport network that can support 500,000 residents, 87,000 more dwellings and 85,000 additional jobs.

Without futureproofing and forward thinking now, the lifestyle and liveability of current and emerging communities are at risk.



Future possibilities

Picture a Sunshine Coast that empowers everyone to easily get where they need to be and choose how they get there.

One that allows residents to leave the car at home and seamlessly transfer from one public transport service to the next, spend less time looking for a car park and more time enjoying the attractions and destinations on the region's doorstep.

The opportunities a better public transport system can bring are endless, but here's just a few.

Enhanced community access to affordable services

More available and affordable public transport services will make it easier for everyone in the community to access key destinations and attractions, regardless of their needs and abilities.

A multi-modal, integrated transport connection

Unprecedented access to public transport services will allow locals and visitors to embrace the Sunshine Coast way of life and reap the health benefits of an active lifestyle.

By seamlessly and conveniently transferring between different modes of transport, like bikes, buses and the Direct Sunshine Coast Rail Line, users will have a range of travel options available to get them right where they need to be.

Sustainable and attractive travel options

Having efficient, convenient and reliable travel options will enable everyone to reach their places of work, school or play, and back home again, safely and on time, all while helping reduce emissions and pollution.

Increased capacity to support future demand

Improving the ability of the public transport system to handle a larger volume of passengers will help meet the demands for travel to key local destinations and major events for generations to come.

Future travel options

SCC's Mass Transit Options Analysis, endorsed in 2021, compared five options for an enhanced public transport connection.

TMR is reviewing and using SCC's Mass Transit Options Analysis Report, alongside the outcomes of previous and future community feedback, to determine the public transport options to progress to Detailed Business Case.



Bus Rapid Transit



Light Rail



Quality Bus Corridor



Trackless Tram



Wireless Light Rail

Sunshine Coast public transport, business case

• North Coast Region	
Location	Maroochydore to Birtinya, with possible extension to Caloundra
Timing	A detailed business case has started and is expected to be completed by mid-2025
Status	Planning

Sunshine Coast public transport, business case

The department is undertaking a detailed business case for an improved public transport system for the Sunshine Coast.

This work builds on the [Sunshine Coast Mass Transit Project](#) undertaken by the Sunshine Coast Council. The Council's Mass Transit Options Analysis (endorsed on 20 October 2021) compared 5 options for an enhanced public transport connection between Maroochydore and the Sunshine Coast University Hospital, with a possible extension to Caloundra.

These options included:

- bus rapid transit
- light rail
- wireless light rail
- trackless tram
- quality bus corridor.

The department is now reviewing and using the options analysis report, alongside the outcomes of previous and future community feedback, to refine the options and inform the detailed business case.

The project contributes to implementing the draft [Southern Sunshine Coast Public Transport Strategy](#) which sets out the department's vision for a future public transport system for the southern Sunshine Coast area. The project has been identified as a strategic connector to support the coastal corridor.

Benefits

- Improves network efficiency
- Increases traffic flow
- Reduces peak hour congestion
- Accessibility
- Reduces travel time
- Contributes to economy
- Better active transport

Key features

- Make the shift towards more sustainable travel choices.
- Better connect communities.
- Reduce time spent in travel.
- Reduce the high dependence on cars.

Funding

The project is jointly funded by the Australian Government, Queensland Government and Sunshine Coast Council.

The Australian Government funding towards this detailed business case forms part of its \$22.45 million commitment to the SEQ Growth Business Case Development Program, a program of priority planning works to help inform future investment decisions.

Investment ID 1236359

Total investment

\$15 million

Australian Government

\$5 million

Queensland Government

Local Government
\$5 million

Current status

We are currently welcoming feedback to help inform planning for the project. Have your say between xx date and xx date.

We have also formed a community reference group for the project. Find out more information here.

Sustainability

The department is committed to the implementation of sustainability principles for the Sunshine Coast public transport project aligned to the TMR Strategic Plan 2019-2023 objectives to be accessible, safe, responsive, efficient and sustainable.

Contact us

Email: SCPpublicTransport@tmr.qld.gov.au

Phone: [\(07\) 5451 7055](tel:(07)54517055)

Post: Department of Transport and Main Roads
PO Box 1600
Maroochydore QLD 4558

- [Central West](#)
- [Darling Downs](#)
- [Far North Queensland](#)
- [Fitzroy](#)
- [Mackay/Whitsunday](#)
- [Metropolitan](#)
- [North Coast](#)
- [North West Queensland](#)
- [Northern Queensland](#)
- [South Coast](#)
- [South West](#)
- [Wide Bay/Burnett](#)

Related projects

[Draft Southern Sunshine Coast Public Transport Strategy](#)

Building on the foundation of previous transport planning for the Sunshine Coast region, we have developed the draft Strategy with input from Sunshine Coast Council.

- [North Coast](#)

Direct Sunshine Coast Rail Line, planning

We are planning for a proposed passenger rail corridor between Beerwah and Maroochydore to increase public transport opportunities for the growing Sunshine Coast community.

- [North Coast](#)
- [Planning](#)

Department of Transport and Main Roads
Decision Brief
COM1162

Attachment 6 – Sunshine Motorway, Mooloolah River Interchange Upgrade

6.1 – HiVE page

6.2 – Newsletter

6.3 – Webpage update

Released under RTI - DTMR

Sunshine Motorway, Mooloolah River Interchange

Learn more about the design layout



[Home](#) / [Mooloolah River Interchange](#)

Overview

In mid-2023, the Department of Transport and Main Roads (TMR) released a design layout for the Sunshine Motorway, Mooloolah River Interchange (MRI) Upgrade. The project will deliver a safe, efficient and effective transport network to meet the current and future transport needs of this fast-growing region.

The MRI Upgrade project will provide new north-south connectivity between Maroochydore, Birtinya, Caloundra and southern growth areas. It is also the key to unlocking several significant road and rail projects in the region and is the trigger for major infrastructure transformation on the Sunshine Coast.

A design layout has been developed for the entire MRI Upgrade project. It considers community feedback received during project planning, as well as a range of technical, design and on-site investigations undertaken over the last 18 months. TMR thanks the community and key stakeholders for feedback and helping shape this significant infrastructure upgrade.

The first stage of the project will include:

- a new road overpass to provide a more direct and efficient connection from Nicklin Way to Brisbane Road at Mooloolaba
- a new local road connection will also be provided between Karawatha Drive at Mountain Creek and Brisbane Road at Mooloolaba.

These works need to be delivered first to enable construction of the project's future stages. These new connections will separate local traffic from high-speed motorway traffic and minimise impacts and inconvenience to road users and the broader network during future stages.

Fly through



Take a tour of the entire MRI Upgrade via this video visualisation.

[Click to play the video >](#)

Drive through

Experience what it will be like driving through key sections of the MRI Upgrade via a series of point-to-point drive through videos.



Nicklin Way to Sunshine Motorway

[Click to play the video](#)



Kawana Way to Sunshine Motorway

[Click to play the video](#)



Karawatha Drive to Nicklin Way

[Click to play the video](#)



Nicklin Way to Mooloolaba

[Click to play the video](#)

Subscribe to updates

Subscribe for email and SMS updates about the project.

[Submit](#)

Timeline

- 2007-2010**
Multi-Modal Transport Corridor (MMTC) planning and community consultation
- 2014**
MRI Upgrade project established in response to community feedback

Preliminary business case confirmed suitability of land-based design option
- 2019-2020**
Detailed business case refined previous planning
- 2021**
Funding committed for Stage 1. Planning layout released for community feedback
- January 2022**
Design work began including consideration of community feedback
- Mid-2023 - WE ARE HERE**
Design layout released and early works began for Stage 1
- Early 2024**
Design work will be finalised
- Beyond 2024**
Construction of Stage 1 and future stages will be determined during design finalisation

[See less](#)

Project maps

Design layout

PDF (2.77 MB)



This map shows the design layout for the overall MRI Upgrade project, including how the

Before and after visualisations

Click on the tabs below to view before and after visualisations of the construction of key locations throughout the project area.

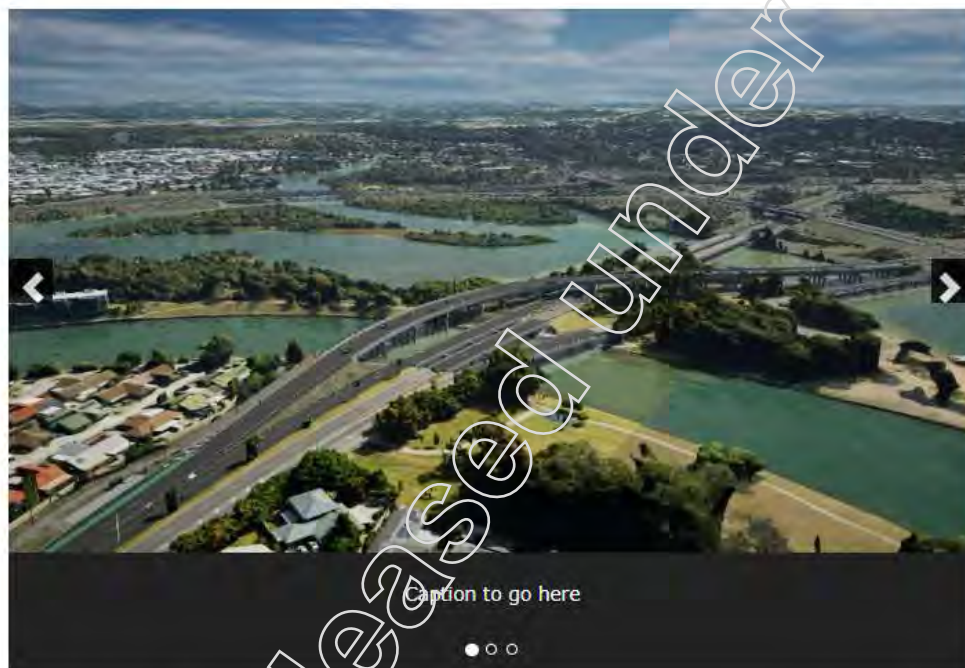
MOOLOOLAH RIVER INTERCHANGE	NICKLIN WAY RIVER CROSSING
SUNSHINE MOTORWAY	SOUTHBOUND TO KAWANA WAY LINK ROAD

Use the slider to view a before and after visualisation of construction of the upgraded Mooloolah River Interchange.



Artist's impressions

Click through to view artists impressions of various locations throughout the project area.



Australian Government



Queensland Government

This project is jointly funded by the Australian and Queensland governments

overall MRI Upgrade project, including how the new interchange will connect to existing roads.

Stage 1 design layout

PDF (4.43 MB)

This map shows the updates included in the \$320 million Stage 1 project.

New north-south motorway-standard connection map

PDF (283.55 KB)

This map shows how the new north-south motorway-standard connection (which includes the MRI) would link the Sunshine Motorway to the Bruce Highway.

Pop-up information sessions

Come along and speak to the project team. Some sessions are combined with the Direct Sunshine Coast Rail Line, Kawana Way (MRI to Kawana Way Link Road) planning and Draft Southern Sunshine Coast Public Transport Strategy projects.



Tuesday 6 June 2023 03:00 pm – 07:00 pm

Venue 114



Wednesday 7 June 2023 03:00 pm – 07:00 pm

Sunshine Plaza



Thursday 8 June 2023 03:00 pm – 07:00 pm

Kawana Shoppingworld



Friday 9 June 2023 03:00 pm – 07:00 pm

Mountain Creek State School

Contact us

Have a question or want to learn more about the project? Contact us below:

- Phone 1800 870 668
- Email mooloolah.river.interchange@tmr.qld.gov.au
- Website www.tmr.qld.gov.au/mooloolahriverinterchange
- In writing Mooloolah River Interchange project
Department of Transport and Main Roads
PO Box 1600
MAROOCHYDORE QLD 4558

If you need an interpreter, call the Translating and Interpreting Service on 13 14 50 (International callers phone +61 3 9268 8332) and have them contact Transport and Main Roads on 13 23 80.

If you are deaf or have a hearing or speech impairment contact us through the National Relay Service.

Before and after visualisations

Click on the tabs below to view before and after visualisations of the construction of key locations throughout the project area.

MOOLOOLAH RIVER INTERCHANGE

NICKLIN WAY RIVER CROSSING

SOUTHBOUND TO KAWANA WAY LINK ROAD

SUNSHINE MOTORWAY

Use the slider to view a before and after visualisation of construction of the upgraded Mooloolah River Interchange.



MOOLOOLAH RIVER INTERCHANGE

NICKLIN WAY RIVER CROSSING

SOUTHBOUND TO KAWANA WAY LINK ROAD

SUNSHINE MOTORWAY

Use the slider to view a before and after visualisation of duplication of the Sunshine Motorway eastbound.



MOOLOOLAH RIVER INTERCHANGE

NICKLIN WAY RIVER CROSSING

SOUTHBOUND TO KAWANA WAY LINK ROAD

SUNSHINE MOTORWAY

Use the slider to view a before and after visualisation of construction of the new Nicklin Way river crossing.



MOOLOOLAH RIVER INTERCHANGE

NICKLIN WAY RIVER CROSSING

SOUTHBOUND TO KAWANA WAY LINK ROAD

SUNSHINE MOTORWAY

Use the slider to view a before and after visualisation of construction of the project southbound to Kawana Way Link Road.





Artist's impression

The Department of Transport and Main Roads has released a design layout for the Sunshine Motorway, Mooloolah River Interchange (MRI) Upgrade. The MRI is the key to unlocking several significant road and rail projects, and will deliver a safe, efficient and effective network to meet the current and future transport needs of this fast-growing region.

A design layout has been developed for the entire MRI Upgrade project. It considers community feedback received during project planning, as well as a range of technical, design and on-site investigations undertaken over the last 18 months. TMR thanks the community and key stakeholders for feedback and helping shape this significant infrastructure upgrade.

The MRI Upgrade project will provide new north-south connectivity between Maroochydore, Birtinya, Caloundra and southern growth areas.

It is the first step towards several significant road and rail projects in the region and is the trigger for major infrastructure transformation on the Sunshine Coast.

The Australian and Queensland governments have jointly committed \$320 million in funding, on a 50:50 (federal:state) basis, for design and construction of the first stage of the MRI Upgrade project.

Stage 1

Stage 1 will deliver:

- a new road overpass to provide a more direct and efficient connection from Nicklin Way to Brisbane Road at Mooloolaba
- a new local road connection will also be provided between Karawatha Drive at Mountain Creek and Brisbane Road at Mooloolaba.

The Stage 1 works need to be delivered first to enable construction of the project's future stages. These new connections will separate local traffic from high-speed motorway traffic and minimise impacts and inconvenience to road users and the broader network during future stages.

Funding is required to progress future stages to construction. Please refer to the design layout overleaf for further details.

Project background

Between 2007 and 2010, extensive planning and community consultation for an upgrade of the Sunshine Motorway at the Mooloolah River was undertaken as part of the Multi-Modal Transport Corridor (MMTC) study.

Significant community feedback was received and considered by TMR, with design variations explored and further consultation taking place. This focused on the new connection over the Mooloolah River.

In 2014, the MRI Upgrade project was established, which focused on refining the design. The updated design included a new, largely land-based alignment for the Mooloolah River crossing with a series of bridge structures over the waterway. This solution significantly reduced the environmental impacts to the Mooloolah River and was more cost effective.

Detailed planning was then undertaken for the MRI Upgrade, with a planning layout released for community feedback in July/August 2021. Community feedback was invited again in March/April 2022.

Community feedback prompted the redesign of proposed access changes to the Brisbane Road service road at Mooloolaba. The refined design for this section of the project was announced in April 2023 and removed any impact to Neerim Park.



Environmental management

Environmental management and conservation is a high priority for TMR. TMR has been liaising with key stakeholders and the Australian and Queensland governments to discuss environmental issues, share information and ensure legislative requirements are met and, where possible, exceeded.

Through this consultation, many aspects of environmental management have been considered in the design layout and will be included in construction methods for the project. TMR will continue to listen to and work with local environmental stakeholders to ensure best practice is achieved.

TMR will also continue to work closely with the traditional owners of the land, Kabi Kabi First Nation People.



Road traffic noise

TMR understands road traffic noise is of interest to many people who live near the project and recognises the need to consider noise reduction measures. The provision of noise reduction measures is determined in accordance with TMR's Transport Noise Management Code of Practice.

In order to effectively predict noise levels, TMR uses a noise model which has been calibrated for Queensland conditions to predict likely noise levels in an area. The model assumes moderately adverse wind velocities and takes into account current and projected traffic volumes, topography, road surfacing type and other contributing factors.

Noise modelling has been carried out as part of the design process to predict future road traffic noise impacts. This modelling has identified a number of potential sites requiring new or upgraded noise barriers (as shown in the design layout). One of the quietest road surfaces available, open-graded asphalt, will also be used on the Sunshine Motorway, Brisbane Road and the new connection with Karawatha Drive to ensure noise levels are reduced to the greatest extent possible.



Community feedback

More than 250 items of feedback were received via the online engagement platform, email, post and phone during the consultation periods for the planning layout.

Key feedback themes related to design suggestions, road traffic noise impacts, active transport provisions, property impacts, traffic congestion, timing of the upgrade, environmental impacts, visual amenity changes and road user safety.

This valuable feedback has been reviewed and considered during the development of the design layout.



Early works

Early works for the MRI Upgrade project started in May 2023. These works will make the site construction ready and involve:

- property demolitions
- land preparation works
- service relocations for electricity, water and telecommunications
- settlement of soft soils.

TMR will continue to update the community and stakeholders as the project progresses.



SCAN HERE FOR MRI PROJECT PAGE

www.yoursay-projects.tmr.qld.gov.au/mooloolah-river-interchange

Contact us

- 1800 870 668*
- mooloolah.river.interchange@tmr.qld.gov.au
- Mooloolah River Interchange
Department of Transport and Main Roads
PO Box 1600
Maroochydore QLD 4558

*Charges may apply for calls from mobile phones and pay phones. Check with your service provider for call costs.



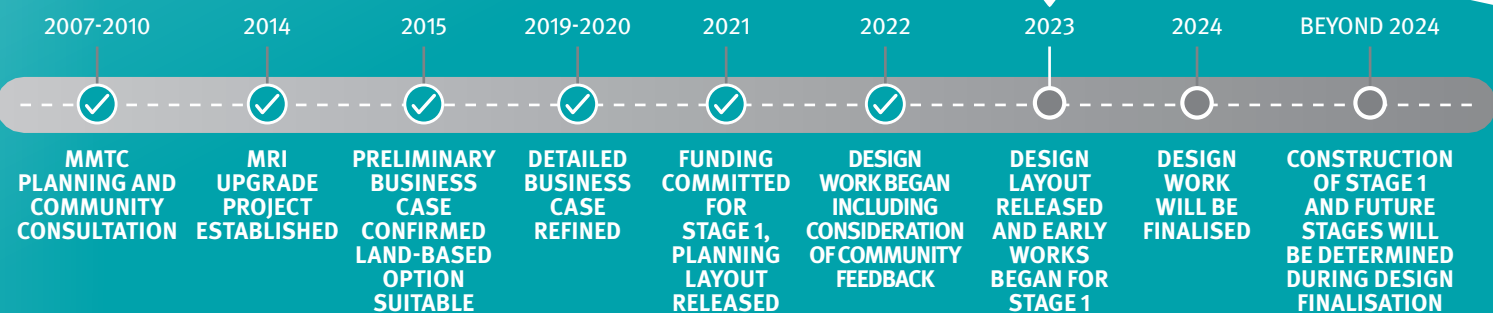
SCAN HERE FOR JOINT PROJECT PAGE

Integration with other key road and public transport projects

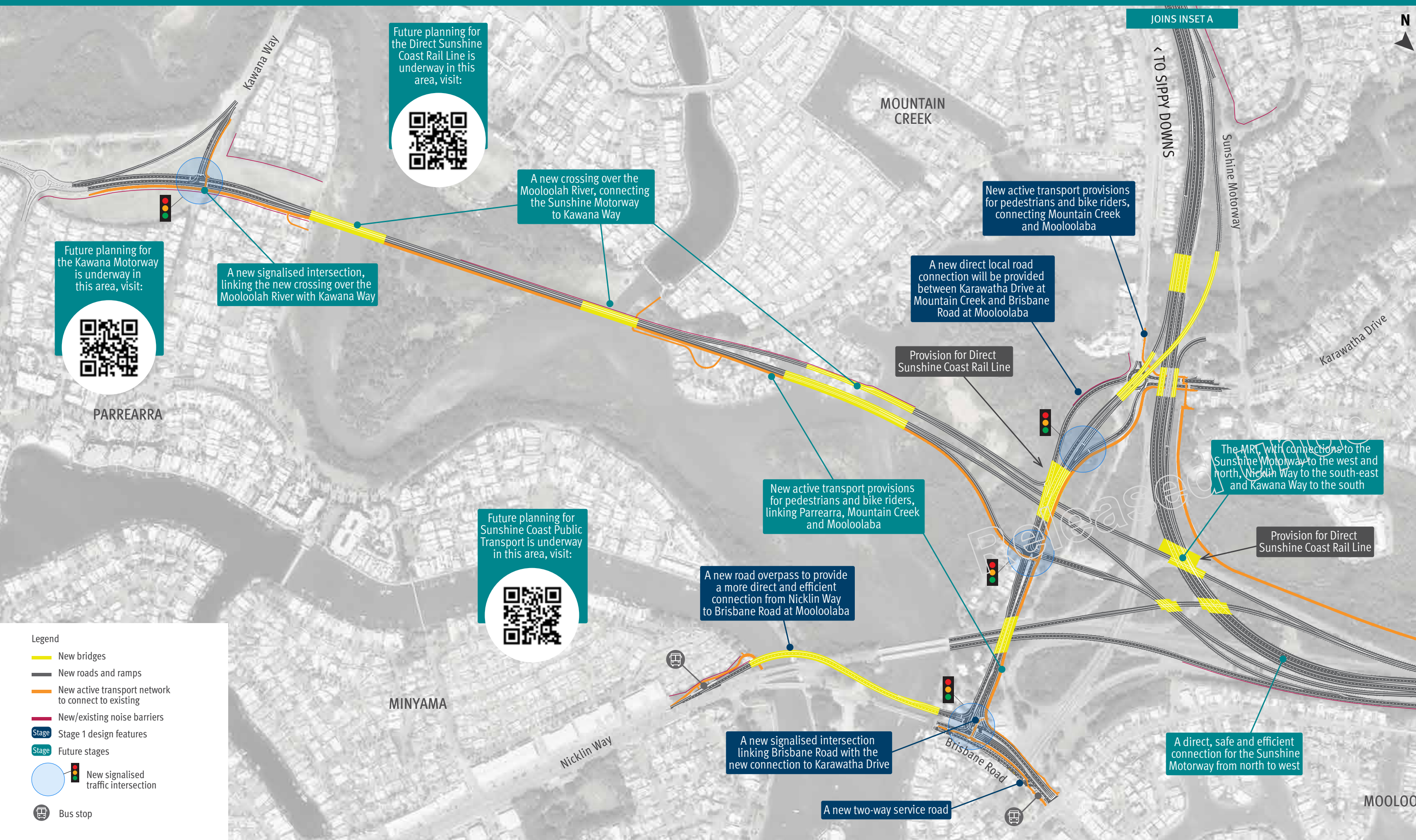
TMR is planning a Sunshine Coast transport network which supports multiple modes, including the Direct Sunshine Coast Rail Line, Kawana Way (MRI to Kawana Way Link Road) planning and Draft Southern Sunshine Coast Public Transport Strategy.

Visit our website for further details about these initiatives:
www.yoursay-projects.tmr.qld.gov.au/sunshine-coast-major-projects

Project timeline



Mooloolah River Interchange (MRI) Upgrade design layout



Inset A - Mountain Creek



Design work



Key benefits

TMR started design work for the MRI Upgrade project in January 2022 and has developed the design layout during the preliminary design phase.

Preliminary design work has involved a wide range of technical activities, including:

- road and bridge engineering
- geotechnical, hydrological and drainage investigations
- environmental and cultural heritage studies
- property acquisitions
- electrical and Intelligent Transport System design
- service infrastructure investigations
- sustainability/innovation considerations
- active transport and community connectivity design
- other rail and road infrastructure project considerations.

The project design will be finalised during the detailed design phase which is underway and expected to be finished in early 2024. The detailed design phase involves developing working drawings and specifications suitable for construction. The construction program will also be determined during this phase.

- Improved average peak period travel speeds on the Sunshine Coast resulting in faster and more efficient travel throughout the region.
- Better connectivity to improve north/south travel and access to key economic, employment, health, and residential centres.
- A new direct connection between the Sunshine Motorway and Kawana Way.
- Better local access via a new road link between Karawatha Drive in Mountain Creek and Brisbane Road in Mooloolaba.
- Improved safety for motorists including significant reduction on existing traffic weaving issues.
- An additional northbound lane on the Sunshine Motorway between the MRI and the Buderim-Mooloolaba interchange.
- Improved active transport opportunities through the inclusion of new shared pedestrian and bike rider facilities for faster and more direct connections.



View project visuals

Visit www.yoursay-projects.tmr.qld.gov.au/mooloolah-river-interchange to view:

- drive throughs
- a 360-degree visualisation before and after sliders
- artist's impressions of the design layout.



SCAN HERE FOR PROJECT DETAILS AND VISUALS

* Preliminary design layout. Please note minor refinements may be made as required during the detailed design process.

Sunshine Motorway, Mooloolah River Interchange Upgrade (Stage 1)

<ul style="list-style-type: none">North Coast RegionQueensland Transport and Roads Investment Program	
Location	Mooloolah River Interchange at Mountain Creek
Timing	Design layout released and detailed design is expected to be completed in early 2024. Timing for Stage 1 construction will be determined in the design phase.
Status	Detailed design

The Sunshine Motorway, Mooloolah River Interchange Upgrade will deliver a safe, efficient, and effective transport network to meet the current and future transport needs of the Sunshine Coast.

A design layout has been developed for the project. It considers community feedback received during project planning, as well as a range of technical, design and on-site investigations undertaken over the last 18 months. The department thanks the community and key stakeholders for feedback and helping shape this significant infrastructure upgrade.

This project will provide new north-south connectivity between key residential, employment, health, and education facilities to support population, economic and tourism growth in one of Australia's fastest growing regions.

It is also the key to unlocking several significant road and rail projects in the region and is the trigger for major infrastructure transformation on the Sunshine Coast.

Benefits

- **Improves safety**
- **Improves network efficiency**
- **Better road access**
- **Reduces peak hour congestion**
- **Reduces travel time**
- **Contributes to economy**

Key features

The first stage of this project will include a:

- new road overpass to provide a more direct and efficient connection from Nicklin Way to Brisbane Road at Mooloolaba
- new local road connection between Karawatha Drive at Mountain Creek and Brisbane Road at Mooloolaba
- new active transport provisions for pedestrians and bike riders, connecting Mountain Creek and Mooloolaba
- new signalised intersection linking Brisbane Road and the new connection to Karawatha Drive, and provision of a two-way service road.

These local road connections will separate local traffic from high-speed motorway traffic and reduce traffic weaving—a well-known issue at this interchange.

Future stages included in the planning layout will deliver:

- a new crossing of the Mooloolah River, connecting the Sunshine Motorway to Kawana Way
- the Mooloolah River Interchange, with connections to:
 - the Sunshine Motorway to the west and north
 - Nicklin Way to the south-east
 - Kawana Way to the south

- an upgrade of the Sunshine Motorway from 2 to 4 lanes between the existing Kawana Way Interchange and the Mooloolah River Interchange
- a direct, safe, and efficient connection for the Sunshine Motorway, north to west
- an additional northbound lane on the Sunshine Motorway between the Mooloolah River Interchange and the Buderim/Mooloolaba interchange
- New active transport provisions for pedestrian and bike riders, linking Parrearra, Mountain Creek and Mooloolaba.
- New signalised intersection linking the new cross of the Mooloolah River with Kawana Way.

Funding

Stage 1 of this project is jointly funded by the Australian and Queensland governments on a 50:50 basis. Investment ID 2007574

Funding is required to progress future stages to construction.

Total investment

\$320 million

Australian Government

\$160 million

Queensland Government

\$160 million

Mooloolah River Interchange flythrough

[Skip to below video Mooloolah River Interchange flythrough](#)

[Skip to above video Mooloolah River Interchange flythrough](#)

[Video Transcript](#)

Current status

Detailed design work is progressing and is expected to be completed in early 2024. Construction timeframes for Stage 1 will be determined during the design phase.

Early works

Early works for Stage 1 of the project started in mid-2023. These will make the site construction ready and involve:

- Land preparation works
- Service relocations for electricity, water and telecommunications

- Property demolitions
- Settlement of soft soils.

We will continue to update the community and stakeholders as the project progresses.

Community consultation

More than 250 items of feedback were received via the online engagement platform, email, post and phone during the consultation periods for the planning layout.

The department would like to thank everyone who had their say during the consultation periods. This valuable feedback has been reviewed and considered during the development of the design layout.

Community feedback prompted the redesign of proposed access changes to the Brisbane Road service road at Mooloolaba. The **refined design was announced in March 2023** and removed any impact to Neerim Park to preserve this public green space for the community to continue to enjoy.

Project design

The project design will be finalised during the detailed design phase which is underway and expected to be finished in early 2024. The detailed design phase involves developing working drawings and specifications suitable for construction. The construction program will also be determined during this phase.

Preliminary design work has involved a wide range of technical activities, including:

- road and bridge engineering
- geotechnical, hydrological and drainage investigations
- electrical and Intelligent Transport System design
- public utility infrastructure requirements
- environmental and cultural heritage studies
- sustainability and innovation considerations
- active transport design and connectivity to local communities
- other rail and road infrastructure project considerations.

Integration with public transport planning

The department is planning a Sunshine Coast transport network which supports multiple modes, including public transport. The needs and

impacts of future projects such as the Direct Sunshine Coast Rail Line, Kawana Way (Mooloolah River Interchange to Kawana Way Link Road), the Buderim–Mooloolaba interchange to Maroochy Boulevard, Sunshine Coast Public Transport and Draft Southern Sunshine Coast Public Transport Strategy projects will be considered as part of design work for the Mooloolah River Interchange Upgrade.

Environment, culture and heritage

The Mooloolah River Interchange Upgrade is committed to the protection and sustainability of our unique Sunshine Coast environment, culture, and heritage. The project team aims to tread lightly, minimise and mitigate impacts, and to replenish or enhance where possible.

On 28 August 2015, the Department of Climate Change, Energy, the Environment and Water advised approval of the project proposal with conditions, in accordance with Part 9 of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

A condition of the EPBC Act approval is to establish a baseline data collection program to determine the area of occupancy of Water Mouse population in the project area, the water and salinity levels at high and low tides, and the condition and extent of Water Mouse habitat to be retained/avoided as part of the project. The approved baseline data collection program is provided in this report.

Road traffic noise

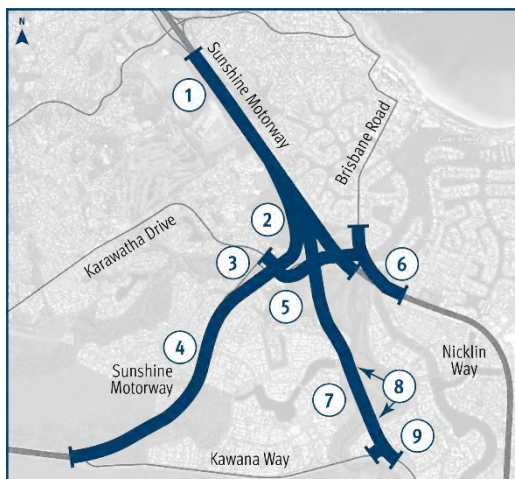
The department understands road traffic noise is of interest to many people who live near the project and recognises the need to consider noise reduction measures. The provision of noise reduction measures is determined in accordance with the department's Transport Noise Management Code of Practice.

In order to effectively predict noise levels, the department uses a noise model which has been calibrated for Queensland conditions to predict likely noise levels in an area. The model assumes moderately adverse wind velocities and takes into account current and projected traffic volumes, topography, road surfacing type and other contributing factors.

Design layout

Stage 1 plan (local road connections)

Mooloolah River Interchange location map



1. An additional northbound lane between the Mooloolah River Interchange and Buderim-Mooloolaba Interchange
2. New Sunshine Motorway overpass for traffic travelling from north to west (replaces existing loop configuration)
3. New overpass providing eastbound traffic with a direct link to Brisbane Road
4. Duplication of the Sunshine Motorway between the existing Kawana Way Interchange and the new Mooloolah River Interchange, completing four-lanes to the Bruce Highway
5. New direct local road connection between Karawatha Drive and Brisbane Road, removing the need for local drivers to weave across Sunshine Motorway traffic
6. New overpass to connect Nicklin Way northbound with Brisbane Road (replaces existing loop configuration to Mooloolaba)
7. New active transport provisions (pathways and cycle lanes) linking Parrearra, Mountain Creek, and Mooloolaba
8. New Mooloolah River Crossing connecting the Sunshine Motorway to Kawana Way
9. New signalised intersection with Kawana Way

[**VIEW PROJECT VISUALS**](#)

Find out more about the design layout with our visualisation tools.

[Go to consultation](#)

[Subscribe to updates](#)

[Subscribe for email and SMS updates about the project.](#)

Contact us

Email: mooloolah.river.interchange@tmr.qld.gov.au

Phone: [1800 870 668](tel:1800870668)

Post: Mooloolah River Interchange project
Department of Transport and Main Roads

North Coast Region
PO Box 1600
MAROOCHYDORE QLD 4558

Project updates

- **Stakeholder notification: Project design released July 2023**
- **Stakeholder notification: Brisbane Road service road design change March 2023**
- [_Stakeholder notification: Site investigations March 2022_\(PDF, 364 kB\)](#)
- [_Mooloolah River Interchange Brochure July 2021_\(PDF, 757 kB\)](#)
- [_Mooloolah River Interchange Business Case Cost Benefit Analysis_\(PDF, 11.8 MB\)](#)
- [Central West](#)
- [Darling Downs](#)
- [Far North Queensland](#)
- [Fitzroy](#)
- [Mackay/Whitsunday](#)
- [Metropolitan](#)
- [North Coast](#)
- [North West Queensland](#)
- [Northern Queensland](#)
- [South Coast](#)
- [South West](#)
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Attachment 7

 – Additional 12 properties required at Fitzroy Court, Parrearra



Department of Transport and Main Roads
Decision Brief
MBN26107

To: Minister for Transport and Main Roads and Minister for Digital Services

SUBJECT: Direct Sunshine Coast Rail Line (DSC) – Local Community Engagement and Benefits Program	ROUTINE:
--	-----------------

Summary

- A key component of the DSC business case is the inclusion of social and local benefits during planning. The initial Request for Quotation (RFQ) stated that tenderers were to clearly demonstrate opportunities for social and local benefits and initiatives linked specifically to the planning and delivery of the DSC project.
- In response to the social and local benefits criterion in the RFQ, Arup (the successful proponent) proposed a draft Local Engagement and Benefits program (**Attachment 1**). This program will leverage existing relationships with local primary and secondary schools, the University of the Sunshine Coast (USC), including the Buranga Centre for mentoring of Indigenous students and industry bodies, including Engineering Australia, to promote student engagement and interest in STEM (science, technology, engineering and maths).
- This activity is separate from the wider community consultation activities that are being planned as part of this project (approach approved as part of MBN25743) and will focus on the outreach for STEM more generally, rather than sharing specific DSC project information.

Recommendations

- That you approve:
 - the Department of Transport and Main Roads (TMR) to progress the proposed Local Engagement and Benefits program (**Attachment 1**)
 - TMR developing relevant materials for these engagement activities.
- That you note:
 - the proposal provides local and social benefits to the Sunshine Coast and Moreton Bay communities with a focus on the outreach for STEM, rather than sharing specific DSC project information
 - the potential to provide a good news story and proactive media release highlighting the Queensland Government's engagement with the local Sunshine Coast and Moreton Bay communities to advance awareness of STEM careers for students and groups in the areas
 - relevant materials for these engagement activities will be provided for approval in a separate brief.

Action Officer: Stephen Larter Manager Rai Planning and Projects Tel: 3338 4438 Date: 23 May 2023	Endorsed by: Kate Carlson Executive Director Rail Planning and Projects Tel: 3338 4438 Date: 2 June 2023	Endorsed by: Jane Brander General Manager Strategic Rail, Translink Tel: 3066 7115 Date: 5 June 2023	Endorsed by: DDG Peter Milward A/Deputy Director General Translink Tel: 3338 4026 Date: 5 June 2023	Endorsed by: DG Sally Stannard A/Director-General Tel: 3066 7316 Date: 6 June 2023
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Background

- The Queensland Procurement Policy comprises of six principles, of which *Principle 2: Advancement of Economic, Environmental and Social Objectives*, is a key component. This principle is used to advance the government's economic, environmental, and social objectives to support the long-term wellbeing of our community.
- The National STEM School Education Strategy 2016–2026 was agreed by all education ministers in December 2015. The strategy supports a long-term change agenda aiming to ensure students have a stronger foundation in STEM and are inspired to take on more challenging STEM subjects.
- There are several reasons state and federal governments are concerned about Australia's STEM activity and the implications for the future, including:
 - the number of school students studying STEM in later secondary school has flatlined at around 10 per cent
 - student's science and math results are declining or stagnating
 - low rates of diversity in STEM fields (29 per cent of Australian university educated STEM workforce are women) [Australia's STEM Workforce, Office of the Chief Scientist].
- The Queensland and Australian governments have partnered to progress planning for the DSC project. The project examines a heavy rail solution in the largely preserved public transport corridor between Beerwah and Maroochydore to increase public transport options and improve connectivity for the growing Sunshine Coast community.
- In January 2022, Arup was awarded the contract to deliver the DSC business case. Arup's successful tender included the draft Local Engagement and Benefits program (**Attachment 1**) in response to the RFQ criteria.

Key Issues

- The draft Local Engagement and Benefits program (**Attachment 1**) will leverage existing relationships with local primary and secondary schools, the USC, including the Buranga Centre for mentoring of Indigenous students and industry bodies, including Engineering Australia, to promote student engagement and interest in STEM.
- The program also aligns to the objectives of the Queensland Workforce Strategy 2022–2032 including:
 - connecting industry, community, and government to more Queenslanders
 - educating the workforce through upskilling and reskilling
 - attracting and retaining a skilled workforce.
- Subject to your approval, it is expected proposed social and local benefits engagement events and presentations will commence around mid-2023 and likely be ongoing until late 2023. To note, these activities are expected to follow the wider DSC community consultation activities (**COM1162**).
- Approval of the draft Local Engagement and Benefits program will enable planning for suitable dates and preparing material suitable for these audiences.
- The DSC project will be an example of the various related career opportunities that a major infrastructure project offers and any discussion of the project itself will be limited to what is in the public arena.
- Activities include university guest lectures, school presentations, career day presentations, university open day stalls, rail-themed hackathons, panel discussions, a student social value bursary, call for industry placements at TMR, and industry presentations.

- The activities aim to generate excitement about STEM and practical applications in delivering transport projects like the DSC.

Financial Implications

- There are no financial implications relating to this brief.
- This program was offered by Arup as a value add in their tender, and therefore there are no additional costs to TMR expected to be associated with this activity.

Consideration of the *Human Rights Act 2019* (HR Act)

- The HR Act was considered when making the recommendations outlined in this brief, and there are no impacts to human rights.

Consultation with Stakeholders

- The Sunshine Coast community are key stakeholders of the DSC project. As such, appropriate consideration has been given to the proposed Local and Social Benefits program noted in **Attachment 1**.
- TMR's Communication Services team has been engaged as part of this initiative and will review the proposed engagement materials to ensure compliance with Queensland Government and TMR branding and style guides.

Employment

- There are no employment impacts associated with this matter.

Media

- There are potential media opportunities to provide a good news story and proactive media release for proposed social and local benefits engagement activities with the Sunshine Coast and Moreton Bay communities.

Election Commitments

- This matter does not relate to an election commitment.

Government Objectives

- The proposal aligns to the 'better services – educating for the future' government objective.
- The DSC project supports the 'great lifestyle – building Queensland: drive investment in the infrastructure that supports the State's economy and jobs, builds resilience and underpins future prosperity' Government Objective.

Summary of Actions

- That you approve:
 - TMR to progress the proposed Local Engagement and Benefits program (**Attachment 1**)
 - TMR developing relevant materials for these engagement activities.
- That you note:
 - the proposal provides local and social benefits to the Sunshine Coast and Moreton Bay communities with a focus on the outreach for STEM rather than sharing specific DSC project information
 - the potential to provide a good news story and proactive media release highlighting the Queensland Government's engagement with the local Sunshine Coast and Moreton Bay communities to advance awareness of STEM careers for students and groups in the areas

- relevant materials for these engagement activities will be provided for approval in a separate brief.

Minister's comments:

Approved / Not Approved

Minister's signature.....

Date/...../.....

Released under RTI / DTMR

Attachment 1

Direct Sunshine Coast Rail

Social and Local Benefits – Draft Program

The DSC project team has the opportunity to influence the community and generate meaningful social and local benefits, that will extend beyond the life of this project. Not just by providing vital infrastructure, but by seeking a deeper understanding of our people, building genuine community relationships and learning how we can provide support so that they will thrive, long beyond the delivery of this planning project.

Table 1 below includes a draft list of opportunities for collaboration between the Department of Transport and Main Roads (TMR), University of the Sunshine Coast (UniSC), Engineers Australia (EA) and other industry bodies or educational institutions through which social and local benefits will be realised.

Arup, our technical advisory partner, will leverage existing connections with UniSC, EA, industry bodies and local schools to help facilitate these opportunities.

Table 1: Collaboration opportunities

Opportunity Description	Location	Possible Date	Audience	Who Is presenting?
Guest Lecture 1 – Civ 340 (week 13)	Online/Moreton Bay UniSC Campus	June 2023	3 rd Year Engineering Students	Project team
Guest Lecture 2 – Civ 340 (week 13)	Online / Sippy Downs UniSC Campus	June 2023	3 rd Year Engineering Students	Project team
Guest Lecture 3– Buranga Centre (week 13)	Online / Sippy Downs UniSC Campus	June 2023	UniSC Students / Staff / First Nations Guests	Project team
Guest Lecture 4– Civ 301 (Week 6)	Online/Moreton Bay UniSC Campus	TBC week of 28/08/23	3 rd Year Engineering Students	Project team
Guest Lecture 5 – Civ 301 (week 6)	Online / Sippy Downs UniSC Campus	TBC week of 28/08/23	3 rd Year Engineering Students	Project team
Guest Lecture 6 – Buranga Centre (week 6)	Online / Sippy Downs UniSC Campus	TBC week of 28/08/23	UniSC Students / Staff / First Nations Guests	Project team
School Presentation (High School) * After hours	Maroochydore State High School	Q3 2023	High School students, parents & staff	Project team

Opportunity Description	Location	Possible Date	Audience	Who Is presenting?
School Presentation (High School) * After hours	Coolum State High School	Q3 2023	High School students, parents & staff	Project team
School Presentation (Primary School)	Mountain Creek State School	Q3 2023	Primary School students & staff	Project team
School Presentation (Primary School)	Kawana State School	Q3 2023	Primary School students & staff	Project team
UNISC Career Day Event	Sippy Downs	TBC	UniSC students, UniSC Staff, Sunshine Coast Community	Project team
EA Event 1 – BC Project/Rail Presentation	Sunshine Coast	Q3/Q4 2023	AEC Industry Professionals	Project team
UNISC Open Day Stall – Sippy Downs	Sippy Downs UniSC Campus	Sunday 16th July	UniSC students, UniSC Staff, Sunshine Coast Community	Project team
UNISC Open Day Stall – Moreton Bay	Moreton Bay UniSC Campus	Sunday 23rd July	UniSC students, UniSC Staff, Sunshine Coast Community	Project team
Gov Hack – Moreton	Moreton Bay UniSC Campus	Friday, 18 August 2023 - Sunday, 20 August 2023	UniSC Students, MBRC staff, UNISC staff	Project team
Gov Hack – Sippy downs	Moreton Bay UniSC Campus	Friday, 18 August 2023 - Sunday, 20 August 2023	UniSC Students, SCC staff, UniSC staff	Project team
Sustainability Week – Lectures/ Panel Discussions x 3	UniSC Sippy Downs Campus	29 August 2023 - 2 September 2023	UniSC Students, Guest Presenters	Project team
Research Opportunities	UniSC	Ongoing	UniSC Staff, UniSC Students	Arup/ TMR
Development of Student Social Value Bursary	UniSC	Ongoing By Q4 2023	UniSC Students	Arup
Ongoing Local call for industry Placements at Translink/TMR	UniSC	Ongoing By Q4 2023	UniSC Students	TMR (if relevant)
AITPM - Presentation	Sunshine Coast – Event	September	Industry Professionals	Project team
UNISC – Project Drop In Sessions	Sippy Downs UniSC	Q3/Q4 2023	UniSC Students & Uni SC Staff	Project team

Department of Transport and Main Roads
Noting Brief
MBN26167

To: Minister for Transport and Main Roads and Minister for Digital Services

SUBJECT: Direct Sunshine Coast Rail Line – Notice of Entry for Environmental and Cultural Heritage Surveys	URGENT: Noting required by 10 July 2023 to enable TMR to issue Notice of Entries to conduct environmental and cultural heritage survey activities.
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Summary

- The Department of Transport and Main Roads (TMR) is progressing a \$14 million Detailed Business Case for the Direct Sunshine Coast Rail Line (DSC). The DSC alignment traverses areas throughout the Sunshine Coast that have high environmental and cultural heritage values.
- A detailed understanding of the local environment and cultural heritage is required to inform the DSC design and understand the extent of environmental and cultural heritage approvals required.
- TMR intends to issue Notices of Entry to landowners and occupiers to conduct seasonal environmental and cultural heritage surveys to inform business case development.

Background

- Seasonal surveys are required to inform the project's *Environmental Protection and Biodiversity Conservation Act 1999* referral (environmental approvals and conditions the project). Two environmental and cultural heritage survey activities are required:
 - the first is proposed to be conducted between mid-July 2023 and late-September 2023 (known as winter surveys)
 - the second is proposed to be undertaken between November 2023 and January 2024 (known as summer surveys).
- Environmental and cultural heritage surveys aim to understand the ecology (terrestrial and aquatic) and cultural heritage (artifacts and areas of significance) within the project footprint.

Issues and Suggested Approach

- TMR is proposing to conduct survey activities on land within the preserved Caboolture to Maroochydore (CAMCOS) corridor and adjacent government properties within a 100 metre buffer (50 metre buffer each side).
- TMR intends to issue Notice of Entries no later than 10 July 2023 for the winter survey. Landowners will have at least seven days notice prior to any surveys commencing on their land.
- The breakdown of landowners to be served notices of entry is summarised below:
 - Department of Transport and Main Roads (17 lots)
 - Department of Environment and Science (four lots)

Action Officer:	Endorsed by:	Endorsed by: DDG	Endorsed by: DG
Kate Carlson	Brad Hirn	Peter Milward	Sally Stannard
ED	A/General Manager	A/Deputy Director-General	A/Director-General
Rail Planning and Projects	Strategic Rail	TransLink	
Tel:	Tel:	Tel:	Tel: 3066 7316
Date: 28 June 2023	Date: 28 June 2023	Date: 28 June 2023	Date: 29 June 2023

- Department of Natural Resources, Mines and Energy – Land Act (one lot)
 - Department of Employment, Small Business and Training (two lots)
 - Sunshine Coast Council (40 lots)
 - SEQ Water (one lot)
 - Australia Zoo (two lots)
 - Private properties (Developer and School land only) (15).
- Australia Zoo is identified as a key stakeholder for the DSC project. Survey activities are being proposed on two of their land parcels.
 - TMR is proposing to engage with Australia Zoo prior to undertaking any survey activities. Engagement with Australia Zoo is planned to be conducted in two stages, firstly through a phone call prior to issuing the Notice of Entry to discuss the environmental surveys and access arrangements and secondly through a meeting to provide a project update.
 - Completing environmental and cultural heritage surveys will assist to de-risk the project's environmental approval pathway post business case and would enable future stages of the project to be accelerated.

Financial Implications

- An amount of \$14 million in State funding has been allocated to undertake the DSC business case, including environmental and cultural heritage surveys.

Consideration of the *Human Rights Act 2019* (HR Act)

- The HR Act was considered when making the recommendations outlined in this brief, and there are no impacts to human rights.

Consultation with Stakeholders

- TMR is proposing to engage with Australia Zoo prior to issuing a Notice of Entry for its properties.
- Notices of Entry include project team contact details should any recipients have enquiries about the surveys.
- Community consultation on the DSC project is proposed to commence in mid-July 2023.

Employment

- There are no employment impacts associated with this matter.

Media

- There are no media impacts associated with this matter.

Election Commitments

- This matter does not relate to an election commitment.

Government Objectives

- The DSC project supports the Queensland Economic Recovery Plan by building Queensland: drive investment in the infrastructure that supports the State's economy and jobs, builds resilience and underpins future prosperity.

Minister's comments

Noted / Not Noted

Minister's signature.....

Date/...../.....

Department of Transport and Main Roads
Decision Brief
COM1241

To: Minister for Transport and Main Roads and Minister for Digital Services

SUBJECT: Community consultation materials for Direct Sunshine Coast Rail Line, Sunshine Coast Public Transport and Northern Sunshine Coast Public Transport Strategy	URGENT: Decision requested by 27 October 2023 to allow engagement activities to commence in early November 2023
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Summary

- In mid-2023, the Department of Transport and Main Roads (TMR) undertook combined community consultation for the Direct Sunshine Coast Rail Line (DSC), Sunshine Coast Public Transport (SCPT), Kawana Motorway and Sunshine Motorway, Mooloolah River Interchange Upgrade projects.
- This approach was well received by the community, as it provided them with the full picture of what transport is planned on the Sunshine Coast.
- Following this successful engagement, further community engagement is planned for public transport and rail projects on the Sunshine Coast in late 2023.
- A suite of communications materials has been developed to continue with the consistent look and feel used during Phase 1 of consultation, based on illustrations from the *Southern* Sunshine Coast Public Transport Strategy (SSCPTS).
- Given feedback received from the northern end of the Sunshine Coast during the recent consultation phase (regarding a perceived lack of public transport planning and service for this area), it is proposed to include information about the recently approved *Northern* Sunshine Coast Public Transport Strategy (NSCPTS) and seek initial feedback to incorporate it into this strategy.
- TMR is now progressing associated communications and engagement materials for this next phase of consultation for your approval.

Recommendations

- That you approve:
 - all overarching communications and engagement materials to support this combined public transport and rail consultation (**Attachment 1**)
 - all communications and engagement materials provided for the individual projects, including:
 - DSC (**Attachment 2**)
 - SCPT (**Attachment 3**)
 - NSCPTS (**Attachment 4**)
 - the public facing summary report from the integrated engagement undertaken in July and August 2023 and for this to be shared on the project webpages and Social Pinpoint pages (**Attachment 5**)

Action Officer: Scott Whitaker Regional Director (North Coast) Tel: 5451 7071 Date: 18 October.2023	Endorsed by: Ann-Maree Knox General Manager (Program Delivery and Operations) Tel: 3066 2301 Date: 19 October 2023	Endorsed by: Andrew Mahon Deputy Director- General (PPI) Tel: 3066 7512 Date: 24 October 2023	Endorsed by: Peter Milward A/Deputy Director- General (Translink) Tel: 3338 4026 Date: 24 October 2023	Endorsed by: Julie Mitchell Deputy Director- General (IMD) Tel: 3066 2245 Date: Progressed under GM approval 24 October 2023	Endorsed by: DG Sally Stannard A/Director-General Tel: 3066 7316 Date: 24 October 2023
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- TMR to offer briefings to the following elected representatives and stakeholders:
 - Mr Jarrod Bleijie MP, Member for Kawana
 - Ms Fiona Simpson MP, Member for Maroochydore
 - Mr Brent Mickelberg MP, Member for Buderim
 - Mr Dan Purdie MP, Member for Ninderry
 - Mr Andrew Wallace MP, Member for Fisher
 - Mr Ted O'Brien MP, Member for Fairfax
 - Councillor Mark Jamieson, Mayor, Sunshine Coast Regional Council (SCRC)
 - Councillor Clare Stewart, Mayor, Noosa Shire Council (NSC)
 - Ms Emma Thomas, Chief Executive Officer, SCRC
 - Mr Larry Sengstock, Acting Chief Executive Officer, NSC.
- That you note:
 - Mr Jason Hunt MP, Member for Caloundra; Mr Rob Skelton MP, Member for Nicklin; Ms Sandy Bolton MP, Member for Noosa; Councillor Jamieson; and Ms Thomas will be briefed prior to the commencement of consultation
 - this consultation is planned to commence in early November 2023 for a four-week period
 - the next round of Stakeholder Interest Group meetings is planned to start from 8 November 2023. Information about this integrated engagement will be shared at these meetings
 - this information will be published on TMR's website
 - your decision is requested by 27 October 2023 to allow for end of year closure dates to be met for the distribution of newsletters. The Australia Post cut-off date for 2023 is 30 October 2023, with final artwork for the newsletter to be received by this date. Australia Post's newsletter delivery service then has a closure period that extends into early 2024
 - due to the urgency of approvals, TMR officers are available to brief you on the approach and associated materials.

Background

- TMR is undertaking planning for several public transport and rail projects within the North Coast Region.
- An integrated consultation approach was undertaken in July and August 2023 for the DSC, SCPT, Kawana Motorway and Sunshine Motorway, Mooloolah River Interchange Upgrade projects.
- Given this approach was well received by key stakeholders and the community, another round of integrated consultation is planned for DSC and SCPT. This will share the vision of the SSCPTS which identifies these projects as key corridors. Engagement material will continue to be branded to align with the design of the SSCPTS.
- Several enquiries were received during Phase 1 about plans for an improved public transport system north of the Maroochy River. Therefore, the next phase of consultation will include information about the new NSCPTS.
- The level of engagement to be undertaken for each project includes the following:
 - DSC (Inform) – provide an update on corridor alignment refinements and station concept designs. Demonstrate how community feedback from Phase 1 has been incorporated into the business case development

Irrelevant Information

Irrelevant Information

Key Issues

- Feedback during Phase 1 of the four major projects showed it was a welcomed approach to show the full transport picture to the community.
- An integrated communications and engagement approach for public transport and rail projects will highlight the vision of the SSCPTS and educate the community further on the need for both the DSC and SCPT projects and how they integrate.

Irrelevant Information

- A third phase of consultation is proposed for DSC and SCPT in mid-2024, following finalisation of the business cases. This phase of engagement is proposed to include:
 - DSC (Inform) – provide information on the finalised alignment and station locations. This phase will also include engagement with impacted property owners to allow for Category C protection activities to occur

Irrelevant Information

Financial Implications

- Costs associated with developing communication materials and executing the proposed consultation will be absorbed within the respective project budgets.

Consideration of the *Human Rights Act 2019* (HR Act)

- The HR Act was considered when making the recommendations outlined in this brief, and there are no impacts to human rights.

Consultation with Stakeholders

- Consultation was undertaken for DSC and SCPT as part of the integrated engagement in July and August 2023.

Irrelevant Information

- Consultation is planned to start in early November 2023 for a four-week period. It is proposed to close consultation before the Christmas period.
- The consultation will be carried out through traditional and online communication and engagement methods to ensure the community has an opportunity to view or receive information in the way they prefer.
- The consultation will be largely facilitated through TMR's online engagement platform, Social Pinpoint. An overarching landing page (**Attachment 1.1**) has been developed, which links to each of the individual project pages. Communication materials and advertising will point to these pages where people can find out more information about the specific projects and provide feedback.
- A series of drop-in information sessions have been planned for community members to speak with project teams. These will be held at various venues within the project area and promoted on the Social Pinpoint pages. A newsletter about the projects has been developed to share at these information sessions (**Attachment 1.2**).

- A mass distribution of a DL flyer (**Attachment 1.3**) will also be distributed to around 180,000 householders to promote this second consultation phase. This will stretch from Beerwah to Cooroy in the west and from Caloundra to Noosa along the coast, including the areas between.
- The consultation will be promoted via widespread radio (**Attachment 1.4**) and social media advertising (**Attachment 1.5**), and direct notifications to key stakeholders.
- Onboard bus advertising (**Attachment 1.6**) will be used to reach public transport users.
- Videos produced for SCPT and DSC during Phase 1 of consultation will also be reshared during Phase 2.
- TMR will also provide a briefing to Mr Hunt, Mr Skelton and Ms Bolton regarding the consultation prior to it starting. TMR is seeking your approval to offer briefings to other elected representatives in the area once consultation commences.
- No other major infrastructure projects in the Sunshine Coast area have consultation planned for late 2023, therefore this phase of integrated consultation will only involve public transport and rail projects.

Employment

- There are no employment impacts associated with this matter.

Media

- A media statement has been drafted to announce the start of the consultation period. With these projects covering the southern and northern end of the Sunshine Coast, quotes can be obtained from the SCRC and NSC mayors.

Election Commitments

- This matter does not relate to an election commitment.

Government Objectives

- This project supports the government objective of building Queensland: driving investment in the infrastructure that supports the State's economy and jobs, builds resilience, and underpins future prosperity.

Summary of Actions

- That you approve:
 - all overarching communications and engagement materials to support this combined public transport and rail consultation (**Attachment 1**)
 - all communications and engagement materials provided for the individual projects, including:
 - DSC (**Attachment 2**)
 - SCPT (**Attachment 3**)
 - NSCPTS (**Attachment 4**)
 - The public facing summary report from the integrated engagement undertaken in July and August 2023 and for this to be shared on the project webpages and Social Pinpoint pages (**Attachment 5**)
 - TMR to offer briefings to the following elected representatives and stakeholders:
 - Member for Kawana
 - Member for Maroochydore
 - Member for Buderim
 - Member for Ninderry
 - Member for Fisher
 - Member for Fairfax
 - SCRC Mayor

- NSC Mayor
- Chief Executive Officer, SCRC
- Chief Executive Officer, NSC.
- That you note:
 - Mr Hunt, Mr Skelton, Ms Bolton, Councillor Jamieson and Ms Thomas will be briefed prior to consultation starting
 - this consultation is planned to commence in early November 2023 for a four-week period
 - the next round of Stakeholder Interest Group meetings is planned to start from 8 November 2023. Information about this integrated engagement will be shared at these meetings
 - this information will be published on TMR's website
 - your decision is requested by 27 October 2023 to allow for end of year closure dates to be met for the distribution of newsletters. The Australia Post cut-off date for 2023 is 30 October 2023, with final artwork for the newsletter to be received by this date. Australia Post's newsletter delivery service then has a closure period that extends into early 2024
 - due to the urgency of approvals, TMR officers are available to brief you on the approach and associated materials.

Minister's comments:

Approved / Not Approved

Minister's signature.....

Date/...../.....

Department of Transport and Main Roads
Decision Brief
COM1241

Attachment 1 – Overarching Engagement material

- 1.1 – Project snapshot
- 1.2 – Social Pinpoint page
- 1.3 – Newsletter
- 1.4 – DL flyer for mass distribution
- 1.5 – Radio advertising script
- 1.6 – Social media posts
- 1.7 – On board bus advertising
- 1.8 – Stakeholder notifications

Integrated engagement for public transport projects on the Sunshine Coast

Project snapshot – October 2023

The Department of Transport and Main Roads (TMR) is undertaking planning for several public transport initiatives on the Sunshine Coast. These projects combined will show a full picture for the Sunshine Coast in creating better connectivity and accessibility.

Situation

The Sunshine Coast is one of the fastest growing regions in Queensland. By 2041, more than half a million people will call the coast their home.

A connected Sunshine Coast will help reduce time people spend in congestion away from the people and things they love, and give everyone greater choice about how they get where they need to be, and back home again.

TMR is preparing the region for future growth, and providing more accessible, sustainable and efficient ways for everyone to travel.

The following initiatives are key to a connected Sunshine Coast:

- Direct Sunshine Coast (DSC) Rail Line
- Sunshine Coast Public Transport project
- Northern Sunshine Coast Public Transport Strategy
- Bus service improvements
- These projects will help shape the Sunshine Coast region for generations to come.

NCR is planning to undertake communications and community consultation for these projects concurrently.

Solutions

TMR is working towards a better public transport system for the Sunshine Coast. An integrated network that gives everyone greater, more sustainable and accessible ways to get around.

Undertaking communications and community consultation for these initiatives at the same time will allow TMR to provide as much information as possible to the community and answer anticipated questions. The first phase of integrated engagement mid-2023 received high levels of positive feedback from the community as they were able to see the big picture.

It will also assist in educating the community about the requirement and complementary benefits of each of the initiatives, as previous community comments have demonstrated a perception that not all of them are required.



Benefits

Direct Sunshine Coast Rail Line

- Builds upon planning completed in 2001 by the Caboolture to Maroochydore Corridor Study (CAMCOS)
- The Queensland Government has committed \$14 million towards this detailed business case and is working in partnership with the Australian Government.
- Investigates a 37km rail extension between Beerwah and Maroochydore, to confirm station locations, alignment, staging, construction timeframes and cost.
- Will include park 'n' rides and active transport provisions.
- Will connect economic centres of the Sunshine Coast and connect with the North Coast Line and Sunshine Coast Public Transport project.
- Shares a corridor with the Kawana Motorway and travels through the MRI project.
- Will deliver better regional connections between the Sunshine Coast, Moreton Bay and Brisbane regions.

Sunshine Coast Public Transport project

- \$15 million detailed business case, funded equally by the Australian Government, Queensland Government and Sunshine Coast Council (SCC).
- Explores solutions for an enhanced public transport connection between Maroochydore and Birtinya, with a possible extension to Caloundra.
- Builds on work previously undertaken by SCC through its Mass Transit Options Analysis endorsed in 2021.
- Will help reduce the reliance on private vehicles and enable greater local, intra-regional travel, providing connections to other public transport services and the Direct Sunshine Coast Rail Line.

Northern Sunshine Coast Public Transport Strategy

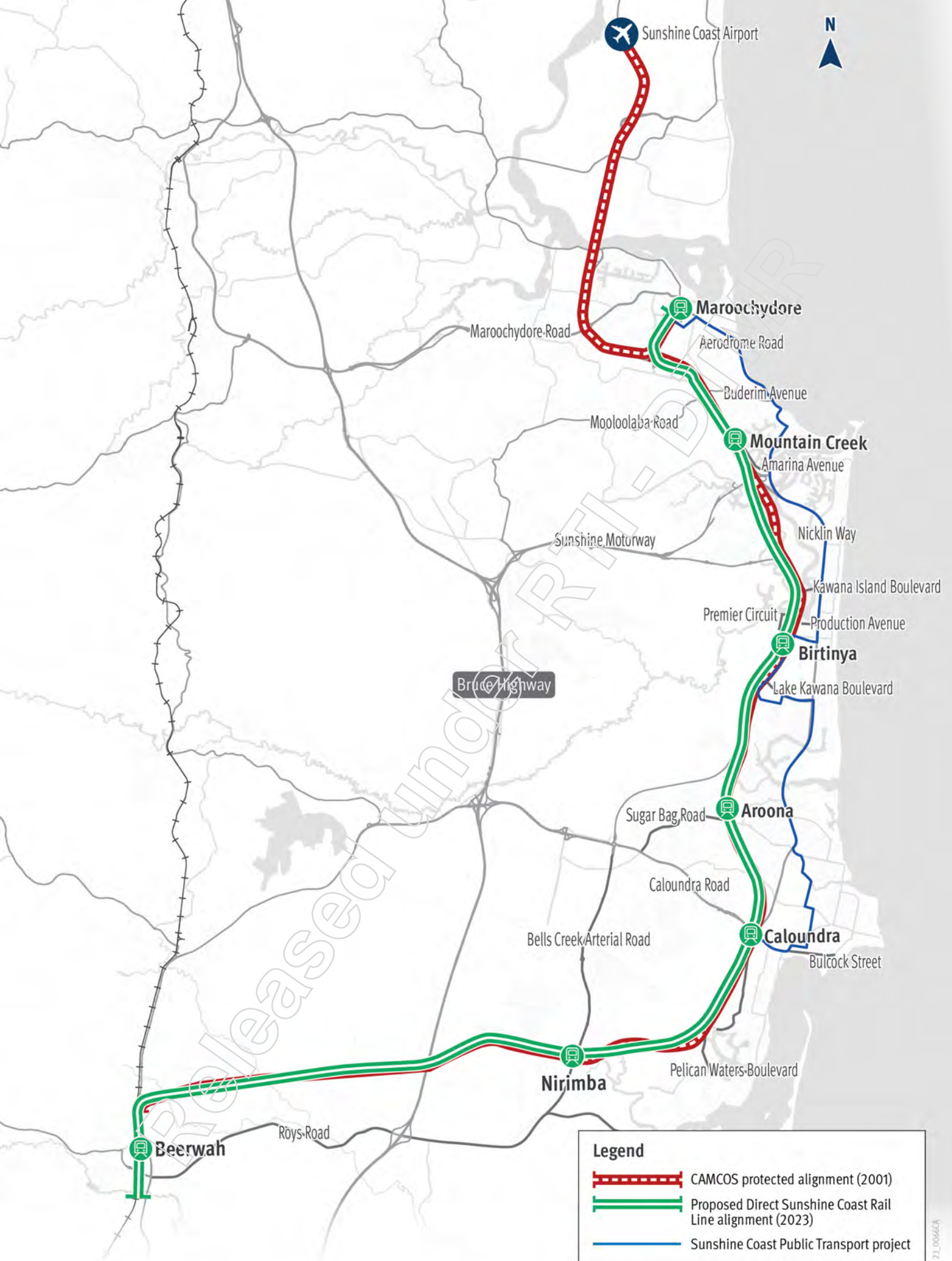
- TMR is beginning work on the Northern Sunshine Coast Public Transport Strategy in partnership with Sunshine Coast and Noosa Shire Councils.
- The Strategy will set out the department's vision for a future public transport system for the northern Sunshine Coast area that all levels of government can work towards.
- Early feedback from the community is being sought to understand challenges and opportunities, as well as ideas and priorities, to help inform the strategy's development.
- The Northern Strategy complements the previous Southern Sunshine Coast Public Transport Strategy, which builds on previous transport planning for the southern Sunshine Coast region and identifies improvements to key corridors.

Stakeholders and consultation

- Honourable Mark Bailey MP, Minister for Transport and Main Roads and Minister for Digital Services

Elected representatives (all levels of government):

- Mr Jason Hunt MP, Member for Caloundra
- Mr Rob Skelton MP, Member for Nicklin
- Mr Jarrod Bleijie MP, Member for Kawana
- Ms Fiona Simpson MP, Member for Maroochydore
- Mr Brent Mickelberg MP, Member for Buderim
- Mr Andrew Powell MP, Member for Glass House
- Mr Dan Purdie MP, Member for Ninderry
- Ms Sandy Bolton MP, Member for Noosa
- Mr Andrew Wallace MP, Member for Fisher
- Mr Ted O'Brien MP, Member for Fairfax
- Councillor Mark Jamieson, Mayor, Sunshine Coast Council
- Councillor Clare Stewart, Mayor, Noosa Shire Council
- Traditional owners, Kabi Kabi people.

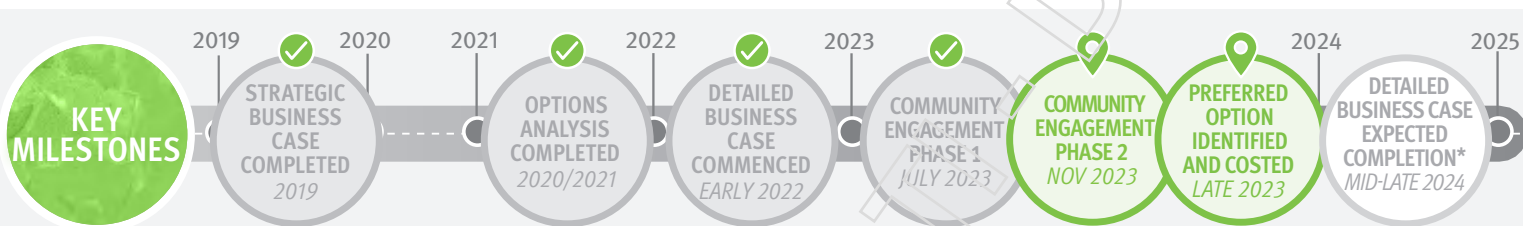


Timelines - project milestones

Direct Sunshine Coast Rail Line

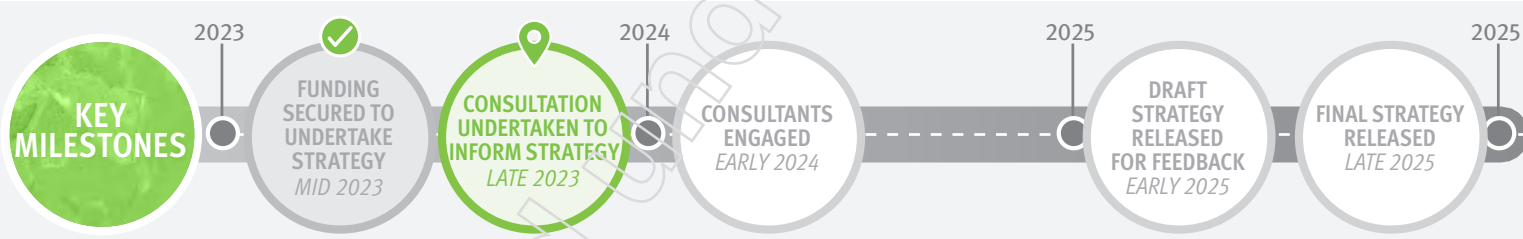


Sunshine Coast Public Transport project



*subject to assurances and approvals.

Northern Sunshine Coast Public Transport Strategy



Sunshine Coast rail and public transport

More opportunities to have your say on key projects are now available.



Home

A plan for better public transport

The Department of Transport and Main Roads is planning an integrated transport network that connects Sunshine Coast communities.

The [Direct Sunshine Coast Rail Line](#) and [Sunshine Coast Public Transport](#) projects are being planned together now to increase public transport opportunities for the growing Sunshine Coast community.

Together, the Direct Sunshine Coast Rail Line and the Sunshine Coast Public Transport project will make travelling by public transport to, from and within the region more convenient, affordable and reliable. They will work together to cater for different types of trips, providing a comprehensive travel solution that meets the varied needs of the community.

TMR is also delivering the [Beerburum to Nambour Rail Upgrade \(B2N\)](#) project, which covers about 40km of the North Coast 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.

These three projects will provide north-south connections, connected by frequent east-west bus connections.

Inclusive and connected · Safe and accessible · Reliable

Sustainable travel choices to reduce greenhouse gas emissions

Strategic vision



TMR is developing a **draft Northern Sunshine Coast Public Transport Strategy**. Your input will help shape the strategy's development.

[Provide early feedback >](#)



TMR's **Southern Sunshine Coast Public Transport Strategy** outlines a future public transport system to meet the community's needs, while protecting our natural environment and lifestyle.

[View the strategy >](#)

Pop-up information sessions

Come along and speak to the project teams.



Thursday 9 November 2023 03:00 pm – 07:00 pm

Bokarina: Venue 114

114 Sportsmans Parade, Bokarina



Saturday 11 November 2023 10:00 am – 02:00 pm

Maroochydore: Millwell Road Community Centre OR markets

11 Millwell Road, Maroochydore



Sunday 19 November 2023 08:00 am – 01:00 pm

Caloundra Street Fair (Markets)

Bulcock Street, Caloundra

Other major projects

There are many more projects being planned and delivered across the Sunshine Coast to improve the broader transport network.



Get the full picture of projects in the pipeline and learn about our multi-modal solution.

Bus service improvements

As part planning for the Sunshine Coast Public Transport and Direct Sunshine Coast Rail Line projects, we're planning to introduce new bus routes and increase services and hours of operation to improve connections between stations, key destinations and areas across the broader Sunshine Coast.

This improved bus network will connect the community to stations and stops for the North Coast Line, the Sunshine Coast Public Transport project and Direct Sunshine Coast Rail Line.

We'll provide convenient connections to major centres and popular destinations, including:

- University of the Sunshine Coast
- Sunshine Coast University Hospital
- Nambour, Landsborough and the wider Sunshine Coast hinterland
- Sunshine Coast Airport
- north to Yandina, Cooroy, Coolum and Noosa.

The benefits of improved public transport infrastructure and services on the coastal and centre corridors will extend to the broader region.

Planning future bus connections across the Coast

Translink undertakes a rigorous process when planning and reviewing networks. Using previous customer feedback and go card data to understand travel patterns, key destinations and surrounding infrastructure projects, we're working towards creating a network that best meets the needs of the majority of the community while still providing value for money.

Sustainable travel

Reliable public transport provides more sustainable travel options for communities, reducing emissions by reducing cars on the roads.

The Queensland Government has a target to reach zero net emissions by 2050.

Low-carbon infrastructure and transport systems will help to achieve this.

Public transport strategies

The Sunshine Coast's transport task is growing. In response, TMR is developing and implementing solutions to ensure we continue to move people and goods safely and efficiently into the future.

Public transport plays a key part in the multi-modal solution for the Sunshine Coast. Development of the right solutions in the right areas will facilitate access to employment, education, social services and recreational opportunities for everyone. It will drive economic growth by supporting productive and successful businesses and will ensure that the Sunshine Coast remains an attractive place to live, work and visit.

Southern Sunshine Coast Public Transport Strategy

A public transport strategy has been developed for the rapidly growing southern Sunshine Coast and developed a vision to 2041 to create a public transport network that is inclusive, connected, safe and accessible, and provides a reliable travel experience for the community.

The Southern Sunshine Coast Public Transport Strategy consists of several key corridors and connections, these being:

- **Western corridor** – an inter-regional freight and passenger line, connecting coastal Queensland between Brisbane and Cairns.
- **Centre corridor** – to 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.
- **Coastal corridor** – to enable local, intra-regional travel with access to key coastal tourism, health and business precincts to the centre corridor.
- **Key connectors** – trips to and between major centres and areas of strategic importance that are not directly connected by the western, centre or coastal corridors.

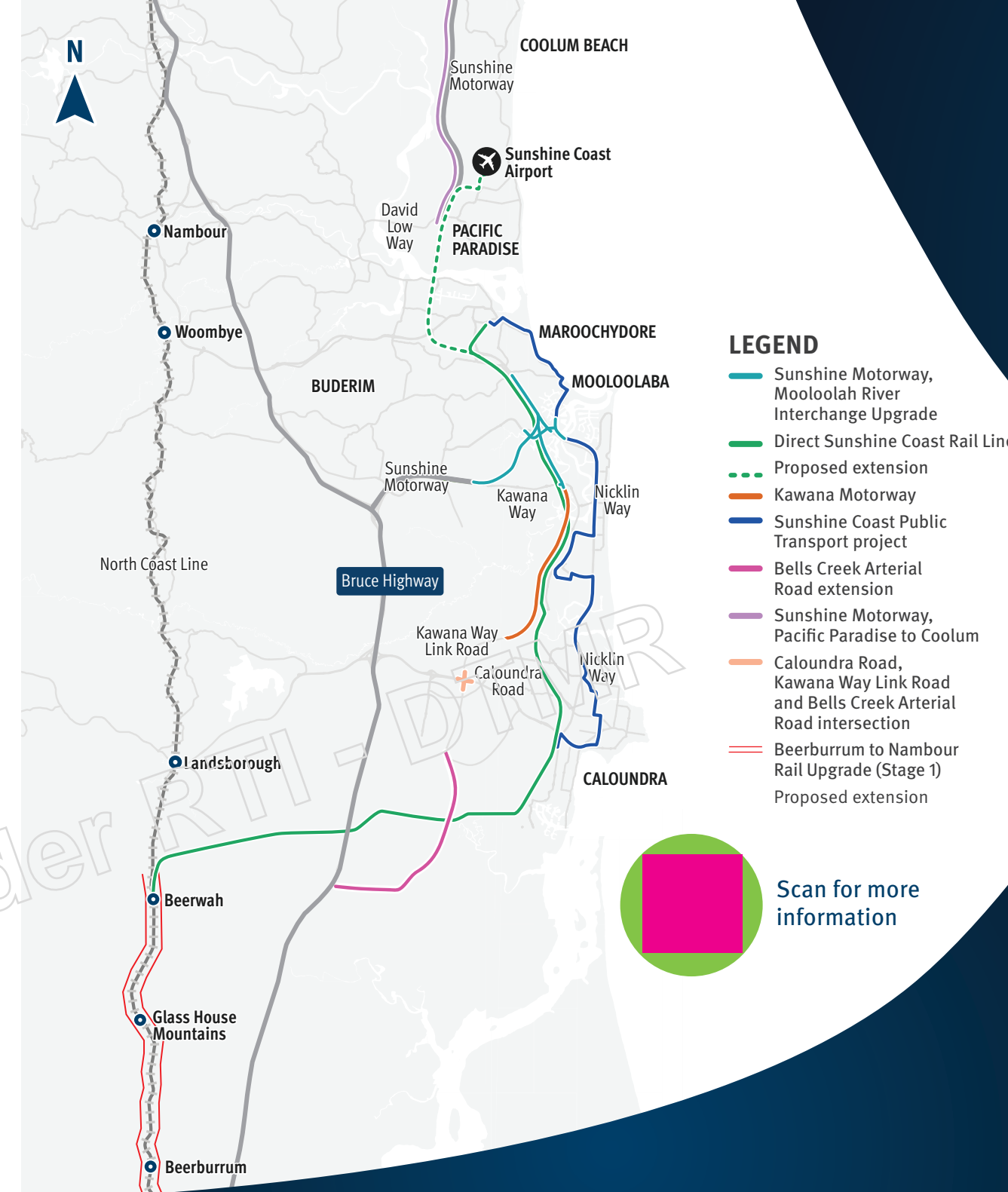
Northern Sunshine Coast Public Transport Strategy

TMR is beginning work on the Northern Sunshine Coast Public Transport Strategy in partnership with Sunshine Coast and Noosa Councils. The Strategy will set out the department's vision for a future public transport system for the northern Sunshine Coast area that all levels of government can work towards.

Everyone is invited to provide early input to the strategy's development by telling us about the area's challenges and opportunities, as well as your ideas and priorities.



Scan the QR code to view information and provide feedback



Faster and reliable journey times



Removing congestion from the road network



Connecting Brisbane to the growing Sunshine Coast region



More accessible, inclusive and sustainable travel options



A legacy project shaping the future of travel in SEQ

Contact us

1800 407 533*

scpublictransport@tmr.qld.gov.au

Department of Transport and Main Roads
PO Box 1600
Maroochydore QLD 4558

*Charges may apply for calls from mobile phones and pay phones. Check with your service provider for call costs.

13 QGOV (13 74 68)

www.tmr.qld.gov.au | www.qld.gov.au

Sunshine Coast rail and public transport

Project updates

November 2023



TMR is planning an integrated transport network that connects Sunshine Coast communities

Sunshine Coast Public Transport

TMR is leading a detailed business case for an enhanced public transport connection between Maroochydore and the Sunshine Coast University Hospital at Birtinya (Stage 1), with a possible extension to Caloundra (Stage 2).

The project aims to provide greater travel choices for short, local trips throughout the Sunshine Coast. It would also help ease congestion and improve efficiency of the broader transport network through reduced car dependence.

Interchange and station locations

A total of 18 interchange and station locations are proposed within Stage 1 of the project area. Locations for Stage 2 will be determined as part of future planning.

- Locations have been determined through careful consideration of:
- proximity to key destinations and attractions
 - spacing between other stations and interchanges
 - average vehicle operating speeds
 - end-to-end journey times
 - forecasted growth
 - passenger demand and trip purpose
 - efficiency of the broader transport network.

Station types

Interchange stations provide for high patronage in mixed use areas with high pedestrian activity. Interchange stations can be major or minor and provide for connections with heavy rail (Direct Sunshine Coast Rail Line) and/or high frequency local bus services.

Standard stations provide for low to medium patronage near residential areas or community facilities. They are mainly accessed by pedestrians and bike riders.

Station character

TMR wants the stations to balance the function of public transport with placemaking elements that complement the Sunshine Coast character and lifestyle that everyone knows and enjoys. Through well-thought out station design, TMR plans to include design elements that showcase local identity through art, history, storytelling, landscaping and streetscaping, while also providing consistent and familiar features that support accessibility and wayfinding.

Vehicle options

In 2021, Sunshine Coast Council (SCC) endorsed its Mass Transit Options Analysis Report, which considered 5 options for an enhanced public transport connection, including:

- bus rapid transit
- light rail
- wireless light rail
- trackless tram
- quality bus corridor.

Narrowing down options

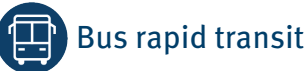
TMR undertook an analysis of all of SCC's options and assessed each against a set of criteria, to assist in comparing various components for each. The criteria considered factors including:

- transport outcomes
- operations integration
- employment and economic development
- public amenity and social impact
- climate change and sustainability.

This process was undertaken in line with Infrastructure Australia guidelines.

Options under investigation

As a result of the process, two options have been progressed for further investigation.



Bus rapid transit
Bus rapid transit vehicles run on rubber wheels on the road surface within dedicated lanes.



Light rail
Light rail vehicles operate on a fixed track and are typically driven electrically with power being drawn from an overhead electric line.

Bus rapid transit and light rail share the same goal of transporting a large number of passengers to key destinations, in a sustainable and accessible way that accommodates the region's growing needs well into the future.

The key to a future solution

Both options enable a 'right' of way, which provides an exclusive separated route from other road traffic for the sole use of public transport.

For passengers, a right-of-way ensures greater reliability through services being able to turn up regardless of traffic conditions or congestion, leading to a high level of service frequency and punctuality.

Next steps to identifying a preferred option

Further detailed assessments for each option are ongoing, to help identify a preferred mode. Community feedback, obtained previously and through this consultation, will be considered as part of this process.

Direct Sunshine Coast Line

TMR is planning for the Direct Sunshine Coast Rail Line – a proposed new 37 kilometre passenger rail line connecting the Sunshine Coast community between Beerwah, Caloundra and Maroochydore to Moreton Bay, Brisbane and beyond.

This new rail line is proposed to tie into the existing North Coast Line, north of Beerwah Station. This means that trains operating on the proposed Direct Sunshine Coast Rail Line would continue to the Brisbane CBD and beyond, without passengers needing to transfer at Beerwah.

Project update

TMR is undertaking a detailed business case for the Direct Sunshine Coast Rail Line. This builds on planning completed in 2001 by the Caboolture to Maroochydore Corridor Study (CAMCOS). As part of that planning, a corridor (route) was determined and land preserved (protected from development).

The business case includes a review of the preserved corridor to refine the alignment and station locations, a detailed

analysis of design, risks, financials, economics, environmental impacts, community impacts and utilities.

Following these investigations, and consultation undertaken in mid-2023, TMR has progressed the rail station designs and proposed refinements to the rail corridor.

Revised corridor

The Caboolture to Maroochydore Corridor Study (CAMCOS) corridor was preserved (protected from development) in 2001. This corridor included provision for a single-track rail line, designed to rail standards in 2001. Rail planning and policies have changed since 2001. This has driven a need to review the CAMCOS corridor alignment while undertaking the Direct Sunshine Coast Rail Line business case.

The alignment review aims to:

- update the alignment to protect for two tracks designed to current Queensland Rail standards, including provision

for maintenance and operations

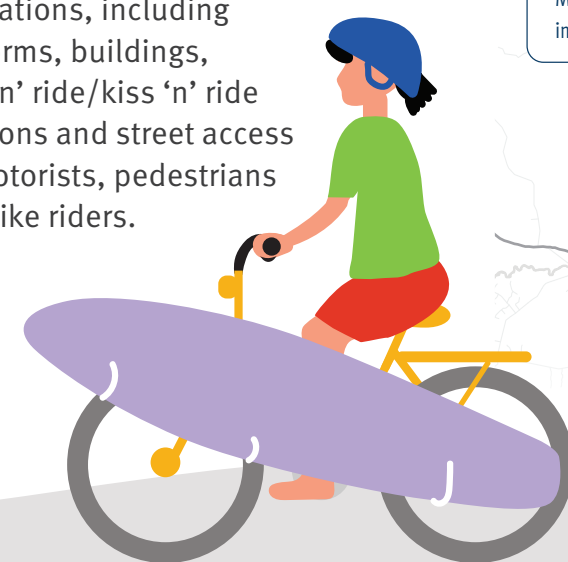
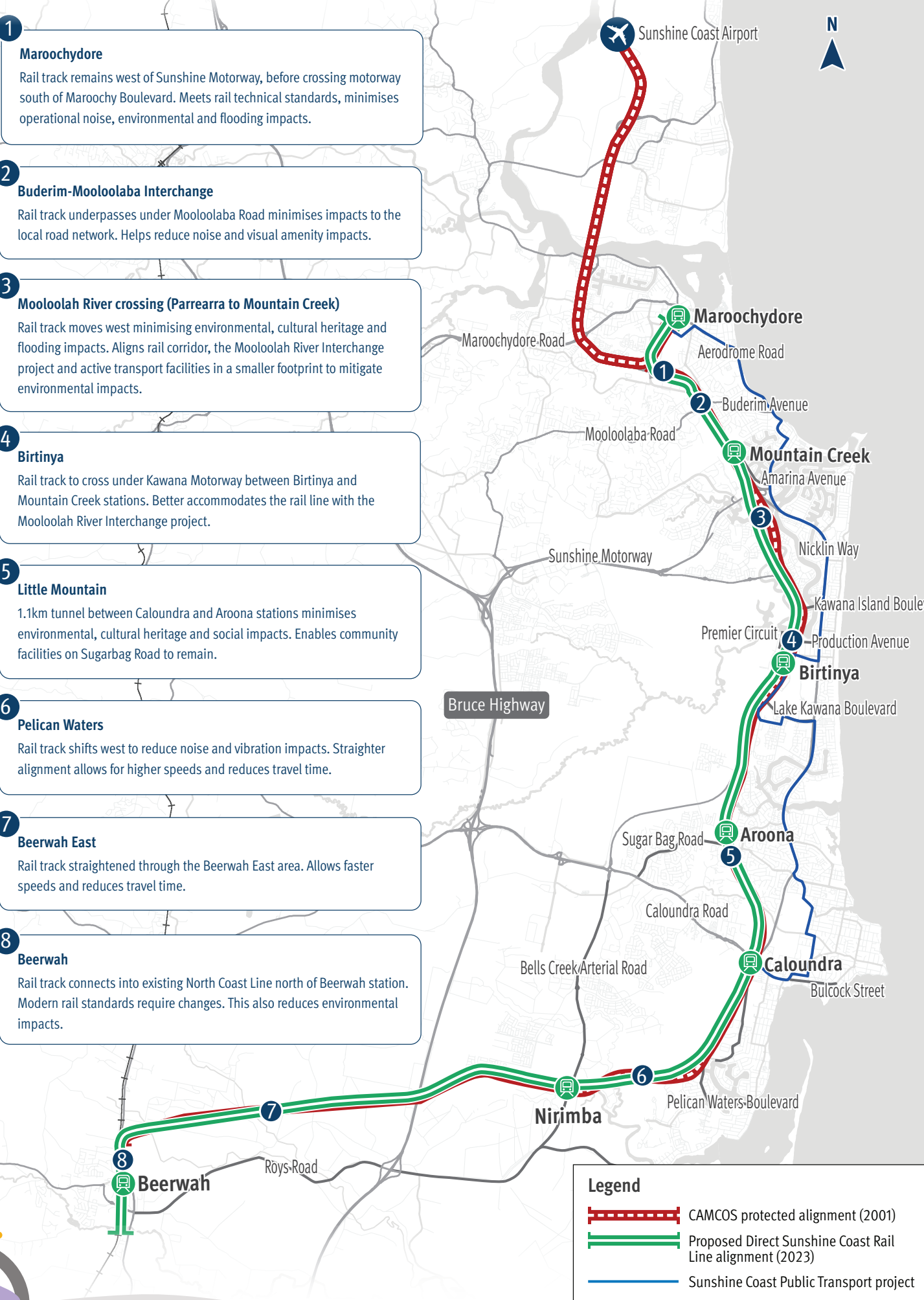
- confirm station locations that allow for the design of accessible facilities and cater to forecast demand (including space for park 'n' rides, bus interchanges and kiss 'n' rides)
- reduce curves to enable operational efficiencies, increase rail speeds and decrease travel time, minimise environmental, cultural heritage and social/community impacts
- To remove any risk of possible collisions and reduce any impacts to the road network, this project will not create any new level crossings.

View the map for details of the proposed refinements (see right).

Station designs

As part of the business case, TMR has progressed concept designs for the rail stations, including platforms, buildings, park 'n' ride/kiss 'n' ride locations and street access for motorists, pedestrians and bike riders.

Proposed corridor refinements



Future plans for a connected Sunshine Coast public transport network

November 2023





Direct Sunshine Coast Rail Line

View the proposed corridor (including refinements to the corridor) and updated station layouts.



Sunshine Coast Public Transport

View proposed station locations and vehicle options.



Northern Sunshine Coast Public Transport Strategy

Provide feedback to help shape the new strategy for the northern Sunshine Coast.

Info sessions

Find dates, times and locations online.



Contact us



1800 407 533



scpublictransport@tmr.qld.gov.au

www.qld.gov.au

www.tmr.qld.gov.au

Radio script

Stations (to cover range of demographics):

- 92.7 Mix FM
- 91.9 Sea FM
- Hot 91.1

Times:

- Breakfast, morning, afternoon, drive + live reads
- 3 weeks

Budget: \$10,000

Tone: Warm, encouraging, upbeat

Copy:

The Department of Transport and Main Roads is working towards a better public transport system, including rail, to connect Sunshine Coast communities.

This will change the way locals and visitors travel to, from and within the region, and make it easier, faster and more environmentally friendly for everyone to get around well into the future.

Find out the latest information and see where you can provide feedback at

www.tmr.qld.gov.au.

Social media posts

Facebook

Budget: \$3000

Target Audience: All (male + female, all ages etc)

Geotargeted to people who live in: Beerwah, Landsborough, Buderim, Sippy Downs, Caloundra, Caloundra West, Baringa, Aroona, Battery Hill, Dicky Beach, Golden Beach, Pelican Waters, Little Mountain, Kings Beach, Shelly Beach, Currimundi, Wurtulla, Meridan Plains, Birtinya, Bokarina, Warana, Parrearra, Buddina, Minyama, Mountain Creek, Mooloolaba, Alexandra Headland, Maroochydore, Bli Bli, Mooloolah.

Copy:

We're planning an integrated transport network that connects Sunshine Coast communities.

This will change the way locals and visitors travel to, from and within the region, and provide more accessible, sustainable and efficient ways for everyone to get around well into the future.

New opportunities to provide feedback on key public transport projects are now available.

Help shape future travel on the coast by viewing plans and having your say, or join us at and upcoming information session and speak with our project teams.

Learn more here 📌

<link to joint Hive landing page>

LinkedIn – post only, not paid

Geotargeted to: Sunshine Coast

Copy:

We're proud to be planning an integrated transport network that connects Sunshine Coast communities.

This will change the way locals and visitors travel to, from and within the region, and provide more accessible, sustainable and efficient ways for everyone to get around well into the future.

View the plan for a connected public transport on the Sunshine Coast::

- *Project update on the Direct Sunshine Coast Rail Line – view the proposed corridor (including refinements to the existing CAMCOS corridor) and updated station layouts*
- *Have your say on the Sunshine Coast Public Transport – view proposed station locations and vehicle options*
- *Learn about new and planned bus services*
- *Provide feedback to help shape the new public transport strategy for the northern Sunshine Coast/*

Find all the project information online or attend a pop-up info session to chat to the project teams 📌

<link to joint Hive landing page>

View future plans for a connected Sunshine Coast public transport network



Project updates and new opportunities to provide feedback are now available. Scan to find out more.

Authorised by the Queensland Government, Brisbane.

Direct Sunshine Coast Rail Line

Sunshine Coast Public Transport

Northern Sunshine Coast Public Transport Strategy

Queensland

Good jobs
Better services
Great lifestyle

Attachment 1.7 - Bus advertising

Released under RTI - DTMR



Queensland
Government

To:

Local	State	Feds
mail@sunshinecoast.qld.gov.au	caloundra@parliament.qld.gov.au	Andrew.Wallace.MP@aph.gov.au
mark.jamieson@sunshinecoast.qld.gov.au	ninderry@parliament.qld.gov.au	ted.obrien.mp@aph.gov.au
emma.thomas@sunshinecoast.qld.gov.au	nicklin@parliament.qld.gov.au	
rick.baberowski@sunshinecoast.qld.gov.au	maroochydore@parliament.qld.gov.au	
terry.landsberg@sunshinecoast.qld.gov.au	buderim@parliament.qld.gov.au	
peter.cox@sunshinecoast.qld.gov.au	kawana@parliament.qld.gov.au	
joe.natoli@sunshinecoast.qld.gov.au	glasshouse@parliament.qld.gov.au	
winston.johnston@sunshinecoast.qld.gov.au	noosa@parliament.qld.gov.au	
christian.dickson@sunshinecoast.qld.gov.au		
ted.hungerford@sunshinecoast.qld.gov.au		
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amelia.lorentson@noosa.qld.gov.au		
brian.stockwell@noosa.qld.gov.au		
tom.wegener@noosa.qld.gov.au		

Subject: Consultation for public transport projects on the Sunshine Coast

Dear <Councillor / MP>

I am pleased to advise that the Department of Transport and Main Roads (TMR) has launched consultation for several projects and initiatives that support our future plans for a connected Sunshine Coast Public Transport network, including:

- Direct Sunshine Coast Rail Line
- Sunshine Coast Public Transport
- Northern Sunshine Coast Public Transport
- Bus service improvements

This follows consultation carried out in mid-2023 for several major road, rail and public transport projects within the region.

We're now welcoming the community and key stakeholders to learn more about progress being made and provide their feedback. This includes:

Direct Sunshine Coast Line

A new 37km passenger rail line connecting the Sunshine Coast community between Beerwah, Caloundra and Maroochydore to Brisbane, Moreton Bay and beyond.

[View the proposed corridor \(including refinements to the corridor\) and updated station layouts.](#)

Sunshine Coast Public Transport

An enhanced public transport connection between Maroochydore and the Sunshine Coast University Hospital at Birtinya, with a possible extension to Caloundra.

[View proposed station locations and vehicle options being considered.](#)

Northern Sunshine Coast Public Transport Strategy

A draft Northern Sunshine Coast Public Transport Strategy is being developed which will set out the vision for a future public transport system for the northern sunshine Coast area.

[Provide feedback to help share the new strategy for the northern Sunshine Coast.](#)

Bus service improvements

New bus services were recently introduced and plans to improve connections between stations, key destinations and surrounding areas are progressing.

[Provide feedback on bus service improvements you'd like to see.](#)

TMR's community engagement will include a social media campaign, multi-media advertising, letterbox drops and a series of community 'drop-in' information sessions, providing opportunities for residents to speak directly with project teams. Consultation will run from XX to XX.

It's important that everyone in our community has a chance to provide feedback, so we strongly encourage you to share this with your constituents and channels.

I trust this information is of assistance. If you require further details, please contact my office.

Yours sincerely,

Scott Whitaker

Regional Director | North Coast Region

Program Delivery and Operations Branch | Infrastructure Management and Delivery Division | Department of Transport and Main Roads

Level 1 | 50 Wises Road | Buderim Qld 4556
PO Box 1600 | Maroochydore Qld 4558
Ph: (07) 5451 7055
northcoast@tmr.qld.gov.au
www.tmr.qld.gov.au

Released under RTI - DTMR



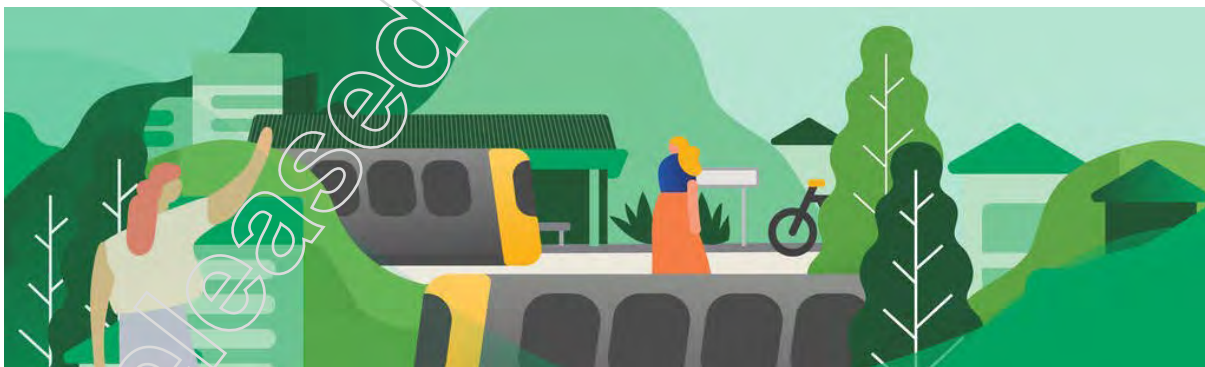
The Department of Transport and Main Roads is progressing plans for an integrated transport network that connects Sunshine Coast communities.

We're pleased to let you know that opportunities to learn more and provide input on key projects and initiatives are now available:

- Direct Sunshine Coast Rail Line
- Sunshine Coast Public Transport project
- Northern Sunshine Coast Public Transport Strategy
- Bus service improvements

These projects will make travelling by public transport to, from and within the Sunshine Coast more convenient, affordable and reliable. They will work together to cater for different types of trips, providing a comprehensive travel solution that meets the varied needs of the community.

Read on to learn how a better transport system will benefit you and how you can help shape our planning.

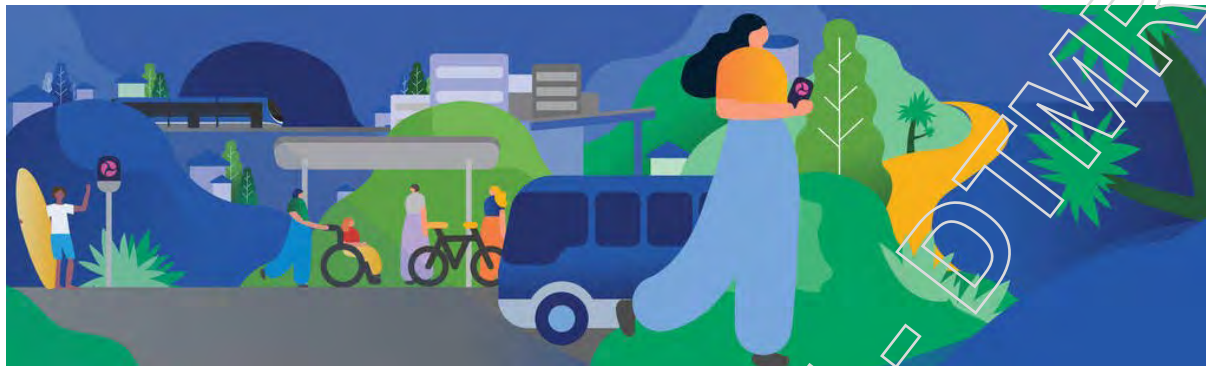


Direct Sunshine Coast Rail Line

To connect Sunshine Coast communities to Moreton Bay, Brisbane and beyond and provide a new alternative for long and medium distance trips, a proposed new 37km passenger rail line being planned between Beerwah and Maroochydore.

Some changes have been made to the previous protected corridor and refinements to station designs.

[Click to see more details.](#)



Sunshine Coast Public Transport

To enable greater travel choices for short, local trips, and help reduce car dependence and ease congestion, we're exploring options for an enhanced public transport connection between Maroochydore and the Sunshine Coast University Hospital at Birtinya, with a possible extension to Caloundra.

We've released new information about proposed station locations and vehicle options we're considering.

[Click to have your say.](#)



Northern Sunshine Coast Public Transport Strategy

To set out our vision for a future public transport system for the northern Sunshine Coast area that all levels of government can work towards, we're beginning work on the Northern Sunshine Coast Public Transport Strategy in partnership with Sunshine Coast and Noosa Shire Councils.

Provide early feedback to help us understand challenges and opportunities, as well as ideas and priorities, to help inform the strategy's development.

[Click to share your thoughts.](#)



Bus service improvements

To continue improving connections between stations, key destinations and areas across the Sunshine Coast, we're looking to introduce new bus routes, additional trips and longer operating hours.

Learn about the locations we want to provide services to and share your thoughts on what improvements you would like to see.

[Click to provide your suggestions.](#)

Speak to the project teams

We are hosting pop-up information sessions to provide the opportunity to discuss these projects and initiatives in more detail.

[Click to find out about sessions in your area.](#)

Contact us

If you require further information about the project, please contact the project team.

Call: 1800 407 533
Email: northcoast@tmr.qld.gov.au
Post: Department of Transport and Main Roads
PO Box 1600
Maroochydore Qld 4558

Department of Transport and Main Roads
Decision Brief
COM1241

Attachment 2 – Direct Sunshine Coast Rail Line

2.1 – Social Pinpoint page

2.2 – Station factsheets

2.3 – Corridor refinement map

2.4 – Webpage update

2.5 – Frequently Asked Questions

2.6 – NR property letters

Direct Sunshine Coast Rail Line (test #2)

A new rail line to connect our communities



Home

Planning for a new rail line

The Department of Transport and Main Roads (TMR) is planning for the Direct Sunshine Coast Rail Line – a proposed new 37 kilometre passenger rail line connecting the Sunshine Coast community between Beerwah, Caloundra and Maroochydore to Moreton Bay, Brisbane and beyond.

This new rail line is proposed to tie into the existing North Coast Line, north of Beerwah Station. This would mean that trains operating on the proposed Direct Sunshine Coast Rail Line would continue to the Brisbane CBD and beyond, without passengers needing to transfer at Beerwah.

Connecting public transport

The new rail line is being planned to connect with the [Sunshine Coast Public Transport project](#) at key interchange locations to increase public transport opportunities for the growing Sunshine Coast community, as outlined in the [Southern Sunshine Coast Public Transport Strategy](#). Bus interchanges are proposed for each rail station.

The rail line is proposed to link longer and medium distance trips with local trips provided for by the [Sunshine Coast Public Transport project](#) and bus services.

What we are doing now

TMR is undertaking a detailed business case for the Direct Sunshine Coast Rail Line. This builds on planning completed in 2001 by the Caboolture to Maroochydore Corridor Study (CAMCOS). As part of that planning, a corridor (route) was determined and land preserved (protected from development).

The business case includes a review of the preserved corridor to refine the alignment and station locations, a detailed analysis of design, risks, financials, economics, environmental impacts, community impacts and utilities.

Following these investigations, and consultation undertaken in mid-2023, TMR has progressed the rail station designs and has proposed refinements to the rail corridor to meet modern rail design standards, optimise rail operations and minimise impacts on the surrounding areas.

Register for project updates

Submit

Timeline

- ✓ **Early 2023**
Preliminary evaluation
- ✓ **Mid-2023**
Community consultation
- ★ **November 2023**
Community update
- ☆ **Late 2023**
Detailed business case completed
- ☆ **2024**
Detailed business case progressed for government consideration
- ☆ **Future stages**
Following completion and approval of the

What's new?



Revised corridor

View the proposed new alignment for the 37 kilometre corridor. Some changes have been made to the previously protected corridor.

[Learn where and why >](#)



Station designs

View designs for the stations, including platforms, buildings, park 'n' ride/kiss 'n' ride locations and street access for motorists, pedestrians and bike riders.

[View your local station >](#)



Better bus services

There's new bus services now and we're planning to introduce other new routes between stations, key destinations and surrounding areas.

[Learn more >](#)

investment planning, TMR will seek funding for detailed design and construction of the preferred corridor and associated infrastructure.

[See less](#)

Project documents

Project newsletter 1 (July 2023)



PDF (1.01-MB)

[Read the project newsletter.](#)

Related projects

TMR is planning for both road and public transport projects to get the Sunshine Coast's growing number of residents and visitors where they need to be. Nearby projects have been considered in the planning for this project.

-  Sunshine Coast Public Transport project
-  Beerburum to Nambour Rail Upgrade
-  Southern Sunshine Coast Public Transport Strategy
-  Northern Sunshine Coast Public Transport Strategy
-  Brisbane to Sunshine Coast Rail Corridor Strategy
-  Kawana Motorway

[See more](#)

Contact us

Have a question or want to learn more about the project? Contact us below:

-  Phone 1800 407 533
-  Email scpublictransport@tmr.qld.gov.au
-  Website www.tmr.qld.gov.au/directsunshinecoastrail
-  In writing Direct Sunshine Coast Rail Line
Department of Transport and Main Roads
North Coast Region
PO Box 1600
MAROOCHYDORE QLD 4558

Opportunities to get involved

[Click to learn more](#)



Connecting the growing Sunshine Coast region



Congestion-free journeys



Reliable journey times



More accessible public transport



Growing the region's economy

Frequently asked questions (FAQs)

- ? Where will the proposed new rail line go?
- ? What is the difference between the Direct Sunshine Coast Rail Line and the Sunshine Coast Public Transport project (formerly known as the Sunshine Coast Mass Transit project)? Why are both required?
- ? When will a new rail line be constructed? How much will it cost?
- ? Where will the stations be located?
- ? How are station locations determined?
- ? What does the planning phase involve?

[See more](#)



Did you know?

TMR uses Queensland Treasury's Project Assessment Framework to assess projects at critical stages. From the initial assessment of the service required, through to business case and delivery, a project's progress and quality is assessed via a series of reviews by independent technical experts from across Australia to ensure it meets strategic objectives and achieves value for money. **For more information about the process, click here.**



The DSC Rail Line project is guided by long-term planning for South East Queensland.

TMR has a blueprint, SEQ Rail Connect, for shaping the rail network to meet the future needs of the growing South East Queensland region. This blueprint outlines how we are preparing the network to be ready for Cross River Rail, which will transform the way our rail network operates and how customers travel by train in SEQ. The DSC Rail Line is identified as a key initiative.

Proposed corridor refinements

Direct Sunshine Coast Rail Line

Home

The Caboolture to Maroochydore Corridor Study (CAMCOS) corridor was preserved (protected from development) in 2001. This corridor included provision for a single-track rail line, designed to rail standards in 2001. Rail planning and policies have changed since 2001. This has driven a need to review the CAMCOS corridor alignment while undertaking the Direct Sunshine Coast Rail Line business case.

The alignment review aims to:

- update the alignment to protect for two tracks designed to meet current Queensland Rail standards, including provision for maintenance and operations
- confirm station locations that allow for the design of accessible facilities and cater to forecast demand (including space for park 'n' rides, bus interchanges and kiss 'n' rides)
- reduce curves to enable operational efficiencies, increase rail speeds and decrease travel time
- minimise environmental, cultural heritage and social/community impacts

The following refinements are proposed to be made to this corridor as a result of planning, engineering and consultation undertaken during the Direct Sunshine Coast Rail Line business case.

To remove any risk of possible collisions and reduce any impacts to the road network, this project will not create any new level crossings.

Map: Proposed corridor refinements



Revised corridor

View the proposed new alignment for the 37 kilometre corridor. Some changes have been made to the previously protected corridor.

Fast facts



The rail line is being designed as dual track.



The rail line is being designed for speeds up to 160 km/h, where the rail geometry and stations allow.



PLACEHOLDER IMAGE ONLY - infographic to come

Direct connection to Moreton Bay and Brisbane – a single seat journey between the eastern suburbs of the Sunshine Coast to Brisbane and beyond (no need to transfer at Beerwah).

Environmental considerations

TMR is committed to the protection and sustainability of the unique Sunshine Coast environment.

The Direct Sunshine Coast Rail Line project is currently undertaking environmental surveys to better understanding the ecology surrounding the corridor.

The project team is also investigating opportunities to minimise impacts and provide flora and fauna connectivity along the rail alignment.

Station designs

Direct Sunshine Coast Rail Line

Home

Station designs

View designs for the stations, including platforms, buildings, park 'n' ride/kiss 'n' ride locations and street access for motorists, pedestrians and bike riders.

Station designs (updated concept layouts)

View a **fact sheet with concept design layout** for each station to see details of the updated concept designs.

This includes some changes to the position of some stations in relation to nearby roads.

Some matters relating to the stations are subject to further investigations.



Beerwah

Beerwah station is proposed to be upgraded to an interchange station with an additional third platform. DSC passengers will not need to change train to travel south.

[View fact sheet with updated design layout >](#)



Nirimba (Aura)

Nirimba station is proposed to be located adjacent to the site earmarked for the Aura town centre. The station placement is compatible with the Aura master plan.

[View fact sheet with updated design layout >](#)



Caloundra

A gateway to the coastal areas of the Sunshine Coast, Caloundra station is proposed to be positioned south of Caloundra Road and elevated to cross the road.

[View fact sheet with updated design layout >](#)



Aroona

Aroona station is proposed to be an elevated station over Parklands Boulevard, with the primary entrance on the north and a secondary entrance on the south.

[View fact sheet with updated design layout >](#)



Birtinya

Birtinya station is proposed to be on Station Road, with main access from The Avenue. A tree-lined boulevard will link the DSC rail station to the Sunshine Coast Public Transport project.

[View fact sheet with updated design layout >](#)



Mountain Creek

Mountain Creek station is proposed to be located to the western side of the Sunshine Motorway. Active transport and bus-rail interchange will be provided between the station and Mooloolaba.

[View fact sheet with updated design layout >](#)

Getting to and from stations

In addition to connections with the [Sunshine Coast Public Transport project](#), the DSC Rail Line project includes upgrades to the bus network to ensure communities along the route have efficient connections to stations.

Active transport

The rail project will also provide active transport facilities (such as pedestrian and bike rider pathways) around stations and along the corridor to connect key communities and centres.

Artist's impressions: future rail stations



Artist's impression only



Artist's impression only



Artist's impression only



Maroochydore

Maroochydore station is proposed to be elevated behind Carnaby Street, within the Maroochydore City Centre. It will be designed for people to walk and ride to.

View fact sheet with updated design layout >



Artist's impression only

Released under RTI - DTMR

Opportunities to get involved

[Click to learn more](#)

Opportunities to get involved

Direct Sunshine Coast Rail Line

[Home](#)

Community engagement

Community feedback plays an important part in all projects delivered by TMR.

In [month] 2023, we published a project planning update for Direct Sunshine Coast Rail Line about the proposed corridor realignments and the station designs. This follows consultation undertaken mid-2023.



Attend a pop up information session

Come along and speak directly with the project team.

[See dates and locations >](#)



How would you use the rail line?

Tell us in a few words how and why you would use this new rail line.

[Leave a comment >](#)



What did you say?

Learn more about key feedback themes from TMR's consultation in mid-2023. [\[short consultation report to be linked\]](#)

[View the consultation summary](#)

[Open](#)

Feedback

TMR welcomes community comments and feedback.

You can provide feedback on the Direct Sunshine Coast Rail Line project for consideration in future phases of the project.

[Submit](#)

Opportunities to get involved

[Click to learn more](#)



Attend a pop up information session


Come along and speak directly with the project team.

Sunshine Coast rail and public transport: info sessions

[Home](#)


Pop-up information sessions

We're holding pop-up information sessions at various locations and venues throughout the region. These sessions are designed to be of a drop in nature, encouraging quick one-on-one discussions with members of our project teams to help answer common queries.

 **Thursday 9 November 2023 03:00 pm – 07:00 pm**


Bokarina: Venue 114

114 Sportsmans Parade, Bokarina

 **Saturday 11 November 2023 10:00 am – 02:00 pm**

Maroochydore: Millwell Road Community Centre OR markets

11 Millwell Road, Maroochydore

 **Sunday 19 November 2023 08:00 am – 01:00 pm**

Caloundra Street Fair (Markets)

Bulcock Street, Caloundra

Opportunities to get involved

[Click to learn more](#)

Share your thoughts: how would you use the rail line?

Direct Sunshine Coast Rail Line

[Home](#)

How would you use the rail line?

Tell us in a few words how and why you would use this new rail line.

How would the new rail line benefit you?



Tell us in a few words how and why you would use this new rail line (max 140 characters).

Where/why would you travel?

You have **140** characters left

[Moderation Policy](#)

Submit

15 September, 2023

Luke23 says:

"Taking a high speed train to Brisbane would be perfect and is long overdue. Needs plenty of last mile transport and park & ride. "

15 September, 2023

btforrest20 says:

"I would use this 4 times a week to get to Brisbane. It would be even better if it connected to the airport, both Brisbane and Sunny Coast."

12 September, 2023

Deafaussie says:

"Please make train stations in the city of Sunshine Coast. Helps avoid traffic congestion on the highway "



Direct Sunshine Coast Rail Line

Aroona station

Aroona has a small shopping centre, low and medium-density residential buildings, schools, retirement facilities and other community facilities. Aroona station is proposed to support the local community and nearby schools. Currimundi and Dicky Beach are the closest to Aroona station and can be accessed via transfer at the station to other public transport.

Aroona station is proposed to be elevated over Parklands Boulevard with the primary entrance on the north and a secondary entrance on the south of Parklands Boulevard. Each side of the road is proposed to have lift access. The northern access also includes escalators as the park 'n' ride is proposed to be located on the north of Parklands Boulevard. The platform above acts as a pedestrian bridge over the boulevard.

The following features are proposed for Aroona station:

- Accessible station with two tracks and an island platform (platform positioned between the two tracks). These platforms will be future-proofed to accommodate 9-car trains.
- As this station is an elevated station, the vertical transport between the ground and platform levels has been designed to include escalators, stairs and lifts.
- Aroona station is proposed to be located over Parklands Boulevard, connecting to bus bays, kiss 'n' ride and park 'n' ride facilities, all located adjacent to the existing shopping centre.
- The existing bus stops on Parklands Boulevard are proposed to be upgraded.
- The park 'n' ride is proposed to be located under the elevated rail corridor (behind the tavern). This elevated rail structure will provide cover to the vehicles and reduces additional land requirements around the station.
- New active transport access is provided to the station via Parklands Boulevard to the east, and via the existing network surrounding the existing shopping centre. A new north/south active transport facility is also proposed to run from Parklands Boulevard to the north, parallel with Holmes Street and Snowdrop Avenue.
- Station facilities including ticket office, public toilets, end-of-trip facilities (cycle and scooter storage), CCTV and lighting.



TMR undertook consultation on the Direct Sunshine Coast Rail Line stations in mid-2023. The community was encouraged to provide feedback on the alignment, stations and active transport.

What you told us about Aroona station

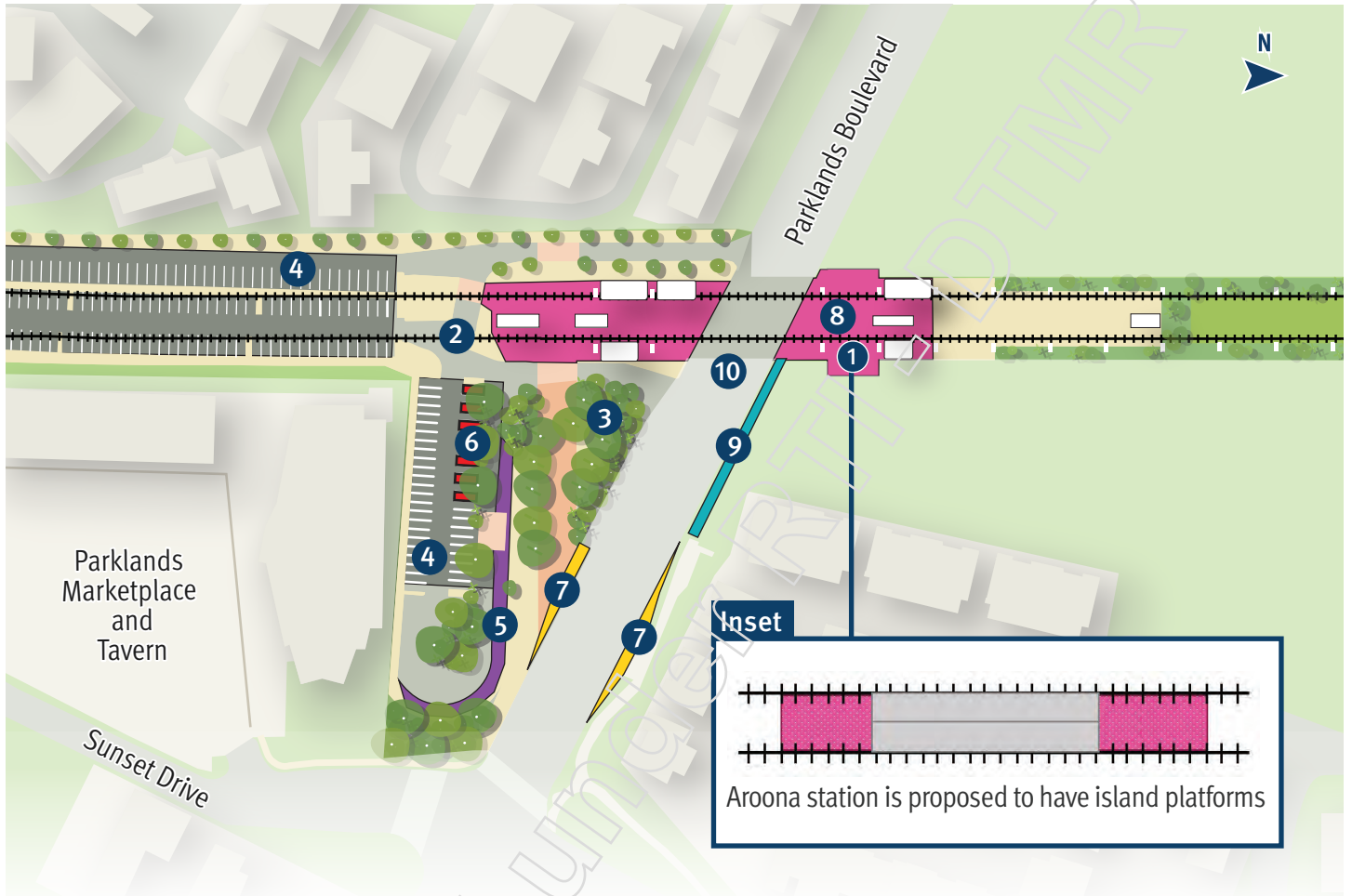
- Park 'n' ride needed
- Accessible design for disability access
- Importance of a connection to Sunshine Coast University Hospital
- Good active transport connections are essential

How this is considered in the business case design

- A park 'n' ride facility is proposed to be located beneath the elevated rail corridor, behind Parklands Tavern with access off Parklands Boulevard. The number of park 'n' ride spaces required at this site will be determined by transport modelling, which is underway.
- All new and upgraded stations will be accessible for all customers.
- Connecting bus services are a key consideration of planning for the rail project, with modelling and service planning underway. Bus services between Aroona station and the Sunshine Coast University Hospital will be considered, noting that Birtinya station is proposed to be closer to the Sunshine Coast University Hospital and may provide easier access for customers.
- Active transport connections are being planned along the full 37km corridor to ensure people can walk and ride to stations and to other destinations. Active transport at Aroona station includes provision for new and upgraded facilities.
- The business case design for stations includes concept designs for platform configuration and the station building. Detailed design, including more specific details about station facilities, will be undertaken in future phases of the project. Community feedback received during the business case phase will be considered in detailed design.

- Rail is proposed to be in a tunnel below Little Mountain with the tunnel entrance/exit south of the proposed Aroona station.
- There are opportunities for public artwork, landscaping and recreational areas under the rail corridor. This will be investigated as the design progresses.

Aroona station map (updated concept layout)



Legend

- 1 Station platforms (elevated station, island platforms) – see inset
- 2 Dual track
- 3 Landscaping
- 4 Park 'n' ride (street level)
- 5 Kiss 'n' ride
- 6 Disability parking bays and station staff parking
- 7 Bus bays
- 🚲 8 Cycle storage
- 9 Pedestrian and bicycle connection between station and existing bus stops
- 10 Road widening to allow for turn lanes to station from Parklands Boulevard.

All elevated (2 storey) stations to include lifts and stairs.

Aroona station access and features

Getting to and from stations

In addition to connections with the Sunshine Coast Public Transport project, the Direct Sunshine Coast Rail Line project includes upgrades to the bus network to ensure communities along the route have efficient connections to stations.

In line with the Southern Sunshine Coast Public Transport Strategy, we're planning to introduce new routes between stations, key destinations, and surrounding areas. This will improve travel right across the region.



Scan the QR code to view all DSC Rail Line station concept layouts and a map of proposed corridor refinements.



Accessibility

All stations will be accessible to everyone in our community.



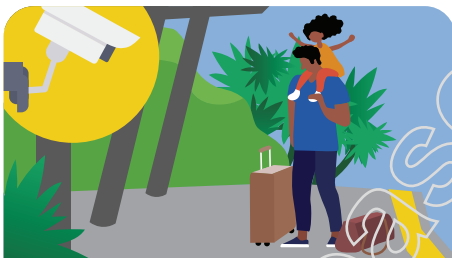
Active transport

To support active transport options, stations will feature facilities and infrastructure to accommodate bikes and other micro-mobility devices.



Passenger comfort

Seating, shelters and nearby water refill points will ensure comfortable journey experiences, with toilets provided at major interchange stations.



Safety

In accordance with Crime Prevention Through Environmental Design (CPTED) principles, stations will include CCTV cameras, lighting and help points.



Ticketing and information

Customer information will be provided via display screens, timetables and hearing loops, with ticketing facilities also included.

Contact us

- 1800 407 533 (8.30am to 4.30pm)
- scpublictransport@tmr.qld.gov.au
- Sunshine Coast Public Transport
Department of Transport and Main Roads
PO Box 1600
Maroochydore QLD 4558



Direct Sunshine Coast Rail Line

Birtinya station

The Birtinya precinct is a major activity centre with a diverse range of uses and services a wide catchment area. This relatively new precinct features the Sunshine Coast University Hospital, shops, restaurants and office buildings. The Sunshine Coast Stadium is also located within the Birtinya precinct. This stadium is proposed to be a venue for the Brisbane 2032 Olympic and Paralympic Games.

Birtinya station is proposed to be a street level station, creating a seamless connection between the station and Station Road. The station will be built to meet flood immunity requirements and provide direct access to the Birtinya Town Centre precinct. Side platforms are proposed to improve connectivity between the town centre and the platforms and minimise station width.

The main station access point is proposed to be located on Station Road, aligned with The Avenue, a tree-lined boulevard which includes pedestrian links and new feature awning entrance. This will support transfers between rail and the proposed local transit Sunshine Coast Public Transport project, via a high-quality

walkway along The Avenue to a potential interchange on Kawana Way.

The following features are proposed for Birtinya station:

- Accessible station with two tracks, serviced by side platforms. These platforms will be future-proofed to accommodate 9-car trains.
- This station is a street level station, with vertical transport provided to accommodate access between platforms. This access will include stairs and lifts.
- The park 'n' ride location and configuration is currently being investigated. The park 'n' ride proposed at this station is expected to

accommodate lower volumes of users due to its proximity to the Birtinya Town Centre, and medium-higher density catchment.

- Easy pedestrian access to a nearby interchange/station for the proposed Sunshine Coast Public Transport project, connecting the central and coastal public transport corridors.
- Bus interchange bays and kiss 'n' ride (drop off zone).
- Station facilities including ticket office, public toilets, end-of-trip facilities (cycle and scooter storage), CCTV and lighting.



TMR undertook consultation on the Direct Sunshine Coast Rail Line stations in mid-2023. The community were encouraged to provide feedback on the alignment, stations and active transport.

What you told us about Birtinya station

- Park 'n' ride is needed
- Accessible design for disability access
- Importance of connection to buses and Sunshine Coast Public Transport project
- Importance of connection to Sunshine Coast University Hospital
- Good active transport connections essential
- Varied feedback about architectural design elements, materials and signage
- Concerns about vegetation loss
- Importance of ample shade and weather protection

How this is considered in the business case design

- A park 'n' ride is proposed to be included for this station. The location and configuration are under investigation. The number of park 'n' ride spaces required at this site will be determined by transport modelling which is underway.
- All new and upgraded stations will be accessible for all customers.
- Connecting bus services are a key consideration of planning for the rail project, with modelling and service planning underway. Connections to Sunshine Coast University Hospital and other nearby health services are being planned. Connections to the University of the Sunshine Coast are also under investigation.
- Birtinya station will be a major interchange station for people to connect between the Direct Sunshine Coast Rail Line and the proposed Sunshine Coast Public Transport project, enabling people to travel between the central and coastal corridors via public transport.
- Active transport connections are being planned along the full 37km corridor to ensure people

can walk and ride to stations and to other destinations. Active transport considerations at Birtinya station include access around the station and connection into key north/ south links.

- Environmental investigations are being undertaken for the corridor. The Queensland Government is committed to the protection and sustainability of the Sunshine Coast environment, culture and heritage. The Queensland Government will look for opportunities to minimise and mitigate impacts. Side platforms have been incorporated at this location, with the aim of minimising the station footprint.
- The business case design for stations includes concept designs for platform configuration and the station building. Detailed design, including more specific details about station facilities, will be undertaken in future phases of the project. Community feedback received during the business case phase will be considered in detailed design.

Birtinya station map (updated concept layout)



All double-side platform stations to include lifts and stairs between platforms.

Birtinya station will enable connection with the proposed Sunshine Coast Public Transport project (mode/vehicle type to be determined).

Birtinya station access and features

Getting to and from stations

In addition to connections with the Sunshine Coast Public Transport project, the Direct Sunshine Coast Rail Line project includes upgrades to the bus network to ensure communities along the route have efficient connections to stations.

In line with the Southern Sunshine Coast Public Transport Strategy, we're planning to introduce new routes between stations, key destinations, and surrounding areas. This will improve travel right across the region.



Scan the QR code to view all DSC Rail Line station concept layouts and a map of proposed corridor refinements.



Accessibility

All stations will be accessible to everyone in our community.



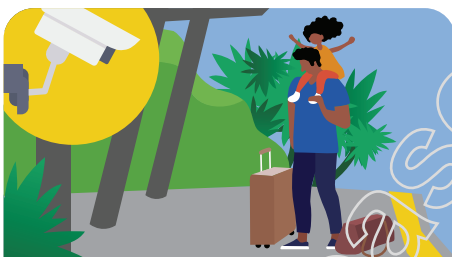
Active transport

To support active transport options, stations will feature facilities and infrastructure to accommodate bikes and other micro-mobility devices.



Passenger comfort

Seating, shelters and nearby water refill points will ensure comfortable journey experiences, with toilets provided at major interchange stations.



Safety

In accordance with Crime Prevention Through Environmental Design (CPTED) principles, stations will include CCTV cameras, lighting and help points.



Ticketing and information

Customer information will be provided via display screens, timetables and hearing loops, with ticketing facilities also included.

Contact us

- 1800 407 533 (8.30am to 4.30pm)
- scpublictransport@tmr.qld.gov.au
- Sunshine Coast Public Transport
Department of Transport and Main Roads
PO Box 1600
Maroochydore QLD 4558



Direct Sunshine Coast Rail Line

Beerwah station

Beerwah station is located adjacent to the town centre between Simpson Street and Beerwah Parade. Sunshine Coast/Gympie North rail services currently stop at Beerwah station.

This new rail line is proposed to tie into the existing North Coast Line, north of Beerwah station. This would mean that trains operating on the proposed Direct Sunshine Coast Rail Line would continue to the Brisbane CBD and beyond, without passengers needing to transfer at Beerwah.

Passengers will also be able to transfer between rail services on the existing North Coast Line and the Direct Sunshine Coast Rail Line at Beerwah station, as well as undertake multi-modal transfers to and from bus, kiss 'n' ride, park 'n' ride and active transport.

The existing Beerwah station is proposed to be upgraded and accommodate an additional third platform, with all platforms designed to also support longer trains.

The following features are proposed to be included in the design for the upgraded Beerwah station:

- Accessible station with three tracks, serviced by two side platforms and an island platform. All platforms will be future-proofed to accommodate 9-car trains.
- This station will include upgraded and expanded park 'n' ride facilities. The location and configuration for a park 'n' ride facility to the east of the corridor is still being investigated. The existing park 'n' ride to the west of the station is proposed to be maintained in its current location.
- Bus interchange and kiss 'n' ride (drop off zone)
- Station facilities including ticket office, public toilets, end-of-trip facilities (cycle and scooter storage), CCTV and lighting.
- Overpasses to provide access into the station, and between both sides of the station
- New and upgraded active transport facilities around the station precinct, including connection to an active transport facility which is proposed to be located adjacent to the Direct Sunshine Coast Rail Line.



TMR undertook consultation on the Direct Sunshine Coast Rail Line stations in mid-2023. The community was encouraged to provide feedback on the alignment, stations and active transport.

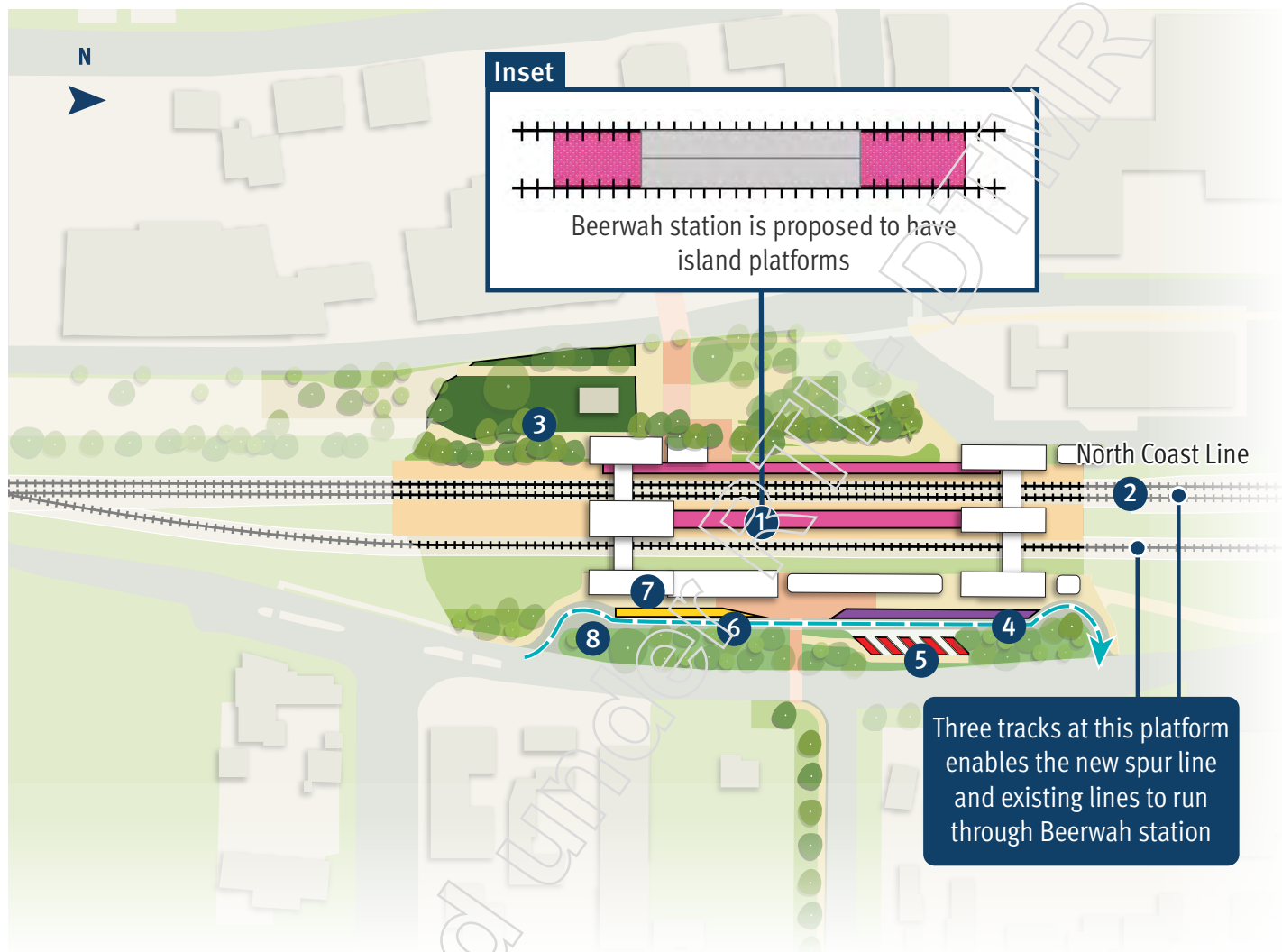
What you told us about Beerwah station:

- Park 'n' ride is needed at this location
- Feedback about platform and rail line configuration
- Accessible design for disability access (platforms and all elements of the station, including facilities), bicycle access and consideration of transfers for people with luggage
- Importance of connection to buses
- Importance of ample shade and weather protection
- Information boards about nearby recreation activities would be useful
- Pedestrian underpasses beneath the station are preferred, rather than overpasses.

How this is being considered in the business case design:

- New and upgraded stations will be accessible for all customers.
- The main entrance to the station has been designed to face the town centre and is proposed to include wayfinding, active transport links, public art and information boards.
- The existing park 'n' ride site on the west of the station is proposed to be retained in its current location. Sites for an expanded park 'n' ride are currently under investigation.
- Beerwah station will include adjacent bus stops. Modelling and service planning for connecting bus services is included in the business case scope.
- All stations will have storage for cycling and scooters.
- A new high-quality active transport facility is proposed to start at Beerwah station and follow the Direct Sunshine Coast Rail Line alignment north.
- Existing trees are to be retained where possible and infill planting and revegetation is included in design considerations.
- Overpasses to connect the east and west sides of Beerwah station, have been identified as the most appropriate solution to provide connectivity across the rail line considering potential property impacts, hydraulics and safety in design.
- The business case design for all stations includes concept designs for platform configuration and the station building. Detailed design, including more specific details about station facilities, will be undertaken in future phases of the project. Community feedback received during the business case phase will be considered as future design progresses.

Beerwah station map (updated concept layout)



Legend

- 1 Station layout (elevated station, island platforms) - see inset
- 2 Dual track
- 3 Landscaping
- 4 Kiss 'n' ride
- 5 Disability parking bays and station staff parking
- 6 Bus bays
- 7 Cycle storage
- 8 One way station access lane

All elevated (2 storey) stations to include lifts and stairs.

Options are being investigated for the Beerwah park 'n' ride location.

Beerwah station access and features

Getting to and from stations

In addition to connections with the Sunshine Coast Public Transport project, the Direct Sunshine Coast Rail Line project includes upgrades to the bus network to ensure communities along the route have efficient connections to stations.

In line with the Southern Sunshine Coast Public Transport Strategy, we're planning to introduce new routes between stations, key destinations, and surrounding areas. This will improve travel right across the region.



Scan the QR code to view all DSC Rail Line station concept layouts and a map of proposed corridor refinements.



Accessibility

All stations will be accessible to everyone in our community.



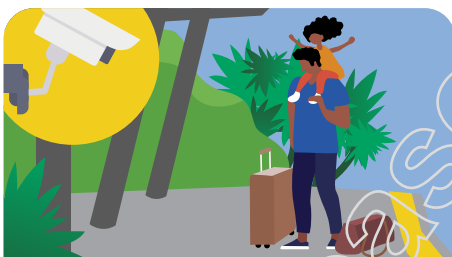
Active transport

To support active transport options, stations will feature facilities and infrastructure to accommodate bikes and other micro-mobility devices.



Passenger comfort

Seating, shelters and nearby water refill points will ensure comfortable journey experiences, with toilets provided at major interchange stations.



Safety

In accordance with Crime Prevention Through Environmental Design (CPTED) principles, stations will include CCTV cameras, lighting and help points.



Ticketing and information

Customer information will be provided via display screens, timetables and hearing loops, with ticketing facilities also included.

Contact us

- 1800 407 533
(8.30am to 4.30pm)
- scpublictransport@tmr.qld.gov.au
- Sunshine Coast
Public Transport
Department of Transport
and Main Roads
PO Box 1600
Maroochydore QLD 4558



Direct Sunshine Coast Rail Line

Caloundra station

Caloundra is a regionally significant destination, with multiple beaches and a diverse mix of commercial, community, transportation and residential uses. Caloundra station is proposed to act as a gateway to the coastal areas of the Sunshine Coast. Golden, Bulcock and Kings beaches are the closest and would be accessed via transfer at the station to other public and active transport.

Caloundra station is proposed to be located south of Caloundra Road to improve multi-modal connectivity and meet the Public Safety Area requirements for the Caloundra Aerodrome. This location also enables a closer link to the park 'n' ride and bus interchange.

At this location, the rail corridor and station are proposed to be elevated to enable the crossing of Caloundra Road. As the station is elevated, it is expected to have views of the ocean – a fitting entry statement for people visiting the Sunshine Coast.

The following features are proposed to be included in the design for Caloundra station.

- Accessible station with two tracks and an island platform (platform positioned between the two tracks). These platforms will be future-proofed to accommodate 9-car trains.
- As this station is an elevated station, the vertical transport between the ground and platform levels has been designed to include escalators, stairs and lifts.
- A park 'n' ride is proposed to be located on the eastern side of the rail corridor at ground level. Transport modelling demonstrates a need for a large park 'n' ride at this location.
- A bus interchange and kiss 'n' ride are proposed to be located beneath the station. This will enable easy transfer between transport modes.
- Station facilities including ticket office, public toilets, end-of-trip facilities (cycle and scooter storage), CCTV and lighting.
- Active transport connections are proposed to include a bridge over Pelican Waters Boulevard and Caloundra Road to improve station access, as well as new and upgraded active transport facilities to connect Pelican Waters Boulevard and Caloundra Road to the station.



TMR undertook consultation on the Direct Sunshine Coast Rail Line stations in mid-2023. The community was encouraged to provide feedback on the alignment, stations and active transport.

What you told us about Caloundra station

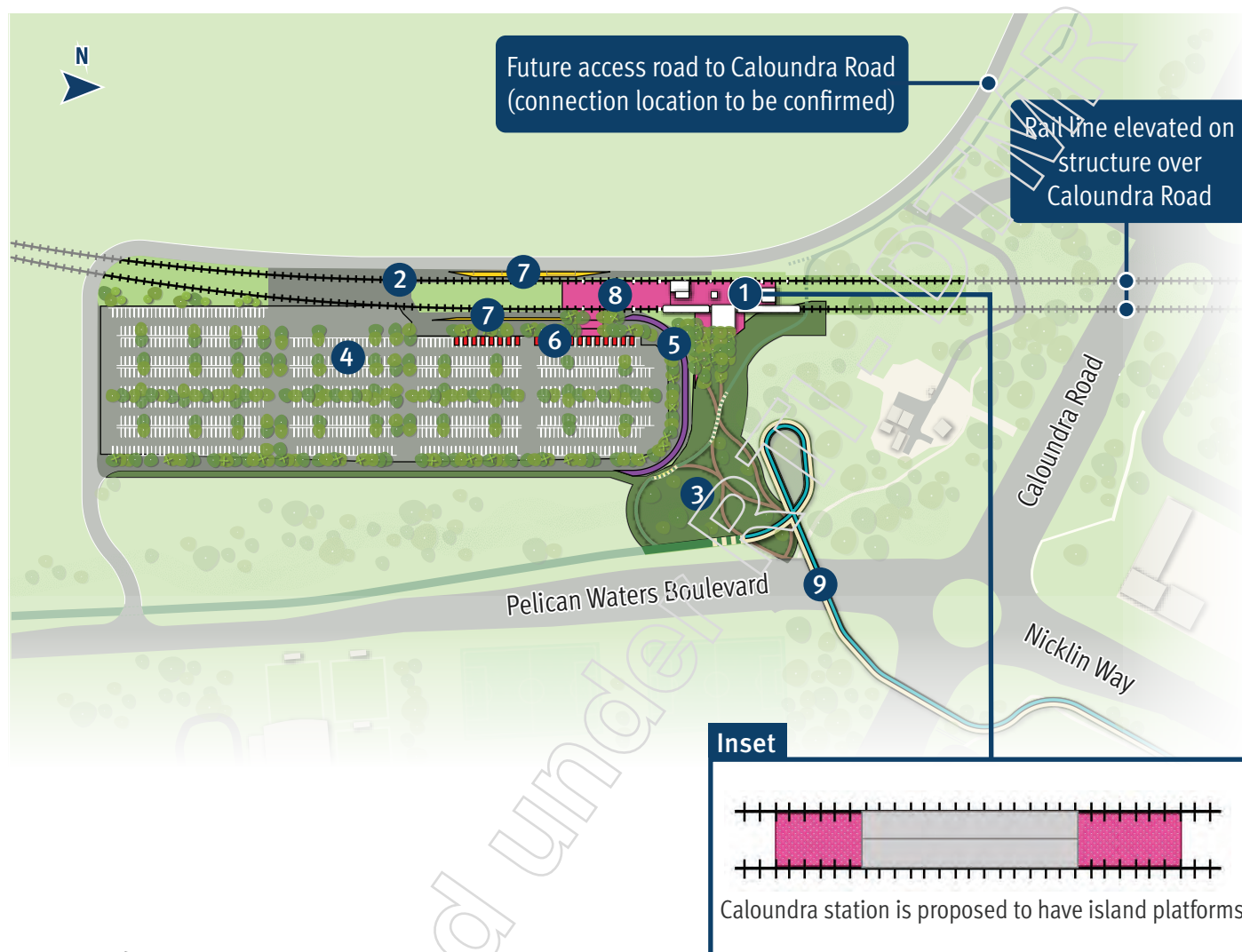
- Large park 'n' ride needed with mixed feedback regarding a multi-storey facility
- A desire for commercial outlets at the station
- Feedback about platform and rail line configuration
- Good active transport connections essential (consider safety on Caloundra Road, Nicklin Way and Pelican Waters Boulevard) – mixed feedback regarding underpasses and overpasses
- Mixed feedback regarding proposed location over Caloundra Road
- Importance of good visual design and consideration of nearby environment
- Importance of accessible design for disability access
- Importance of connection to buses
- Importance of storage for bicycles and scooters
- Concerns about flooding from the nearby creek

How this is considered in the business case design

- The park 'n' ride is proposed to be located east of the station. The facility is proposed to be a single-storey street level car park. This is primarily due to the complexities of constructing a structure on potentially contaminated land (the site was previously used for waste) and the higher cost of a multi-storey car park. This will be investigated further as geotechnical and environmental investigations proceed and design develops.
- Opportunities to include recreational and commercial facilities have been acknowledged within the business case and will be considered in the detailed design stage.
- Caloundra station has been relocated south of Caloundra Road to improve multi-modal connectivity and meet the Public Safety Area requirements for the Caloundra Aerodrome.

- Bus network planning is underway. Buses are proposed to collect and drop off passengers at a bus interchange underneath the elevated station.
- All new and upgraded stations will be accessible for all customers.
- Active transport connections are being planned along the full 37km corridor to ensure people can walk and ride to stations and to other destinations. An active transport overpass is proposed to connect people across the Caloundra Road/Nicklin Way roundabout, and new facilities are proposed along existing roads to support safe access for surrounding areas.
- All stations will have storage for cycling and scooters.
- Elevating the rail line over Caloundra Road reduces the risk of the track or station flooding. Flood modelling is underway and will inform the design of drainage to reduce flooding of any new facilities and surrounding existing areas.
- The business case design for stations includes concept designs for platform configuration and the station building. Detailed design, including more specific details about station facilities and design treatments, will be undertaken in future phases of the project. Community feedback received during the business case phase will be considered in detailed design.
- Transport modelling continues to inform the business case. This modelling will include assessments of the surrounding local road networks. Transport and traffic modelling will continue to inform the design as it develops in future stages and may result in some local network upgrades or changes around the stations.

Caloundra station map (updated concept layout)



Legend

- ① Station platforms (elevated station, island platforms) – see inset
- ② Dual track
- ③ Landscaping
- ④ Park 'n' ride (street level)
- ⑤ Kiss 'n' ride
- ⑥ Disability parking bays and station staff parking
- ⑦ Bus bays
- 🚲 ⑧ Cycle storage
- ⑨ Pedestrian and bicycle (active transport) connection/overpass

All elevated (2 storey) stations to include lifts and stairs.

Caloundra station access and features

Getting to and from stations

In addition to connections with the Sunshine Coast Public Transport project, the Direct Sunshine Coast Rail Line project includes upgrades to the bus network to ensure communities along the route have efficient connections to stations.

In line with the Southern Sunshine Coast Public Transport Strategy, we're planning to introduce new routes between stations, key destinations, and surrounding areas. This will improve travel right across the region.



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Accessibility

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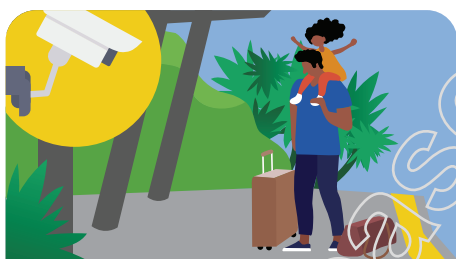
Active transport

To support active transport options, stations will feature facilities and infrastructure to accommodate bikes and other micro-mobility devices.



Passenger comfort

Seating, shelters and nearby water refill points will ensure comfortable journey experiences, with toilets provided at major interchange stations.



Safety

In accordance with Crime Prevention Through Environmental Design (CPTED) principles, stations will include CCTV cameras, lighting and help points.



Ticketing and information

Customer information will be provided via display screens, timetables and hearing loops, with ticketing facilities also included.

Contact us

- 1800 407 533 (8.30am to 4.30pm)
- scpublictransport@tmr.qld.gov.au
- Sunshine Coast Public Transport
Department of Transport and Main Roads
PO Box 1600
Maroochydore QLD 4558



Direct Sunshine Coast Rail Line

Maroochydore station

The Maroochydore precinct is a regionally significant centre with a diverse mix of commercial, community, and residential uses. The area surrounding the proposed Maroochydore station will be within the future Maroochydore City Centre Priority Development Area.

Maroochydore station is proposed to be elevated behind Carnaby Street. The elevated station will provide better connectivity and accessibility within the future Maroochydore City Centre master plan and allow for a multi-modal transport interchange below.

The following features are proposed for Maroochydore station:

- Accessible station with two tracks and an island platform (platform positioned between the two tracks). These platforms will be future-proofed to accommodate 9-car trains.
- As this station is an elevated station, the vertical transport between the ground and platform levels has been designed to include escalators, stairs and lifts.
- This station will be a terminus with facilities for train turnback.
- Future connections to the Sunshine Coast Airport have been enabled within this design.
- The station is generally within the gazetted corridor and is proposed to be integrated with the Maroochydore City Centre development.
- Connectivity to a multi-modal transport network, including the future proposed Sunshine Coast Public Transport project is proposed to be provided near the station.
- The rail line south of the station would be elevated over the Sunshine Motorway and Dalton Drive.
- Station facilities including ticket office, public toilets, end-of-trip facilities (cycle and scooter storage), CCTV and lighting.



TMR undertook consultation on the Direct Sunshine Coast Rail Line stations in mid-2023. The community was encouraged to provide feedback on the alignment, stations and active transport.

What you told us about Maroochydore station

- Park 'n' ride is desirable
- Accessible design for disability access
- Connection to buses and the proposed Sunshine Coast Public Transport project is important
- Importance of storage for bicycles and scooters
- Good active transport connections essential, including pedestrian connection to Sunshine Plaza.

How this is considered in the business case design

- Maroochydore station is proposed to be a premium station. It will be designed for people to walk and ride to or connect via another public transport mode, with limited parking available for people with a disability and Queensland Rail staff. Park 'n' ride facilities will be located at other stations for people driving to a rail station.
- Connecting bus services are a key consideration of planning for the rail project, with modelling and service planning underway. The Direct Sunshine Coast Rail Line will also connect with the proposed Sunshine Coast Public Transport project, with interchange stations still to be determined.
- All new and upgraded stations will be accessible for all customers.

- There will also be additional facilities (such as toilets) for station staff and the public as this is a terminus station.
- All stations will have cycle and scooter storage.
- Active transport connections are being planned along the full 37km corridor to ensure people can walk and ride to stations and to other destinations. Maroochydore station will be connected to pathways within the Maroochydore CBD to make it easy to connect to Sunshine Plaza.
- The business case design for stations includes concept designs for platform configuration and the station building. Detailed design, including more specific details about station facilities, will be undertaken in future phases of the project. Community feedback received during the business case phase will be considered in detailed design.

Maroochydore station map (updated concept layout)



Inset



Maroochydore station is proposed to have island platforms

Legend

- ① Station layout (elevated station, island platforms)
– see inset
- ② Dual track
- ③ Landscaping
- ④ Kiss 'n' ride
- ⑤ Disability parking bays and station staff parking
- ⑥ Cycle storage
- ⑦ Queensland Rail staff amenities and facilities

All elevated (2 storey) stations to include lifts and stairs.

Station will enable connection with the proposed Sunshine Coast Public Transport project (mode/vehicle type to be determined).

Maroochydore station access and features

Getting to and from stations

In addition to connections with the Sunshine Coast Public Transport project, the Direct Sunshine Coast Rail Line project includes upgrades to the bus network to ensure communities along the route have efficient connections to stations.

In line with the Southern Sunshine Coast Public Transport Strategy, we're planning to introduce new routes between stations, key destinations, and surrounding areas. This will improve travel right across the region.



Scan the QR code to view all DSC Rail Line station concept layouts and a map of proposed corridor refinements.



Accessibility

All stations will be accessible to everyone in our community.



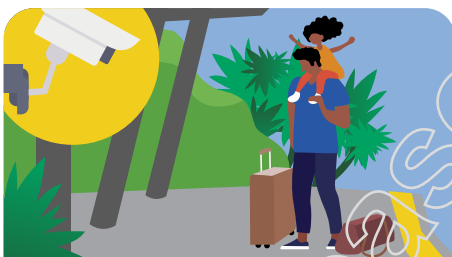
Active transport

To support active transport options, stations will feature facilities and infrastructure to accommodate bikes and other micro-mobility devices.



Passenger comfort

Seating, shelters and nearby water refill points will ensure comfortable journey experiences, with toilets provided at major interchange stations.



Safety

In accordance with Crime Prevention Through Environmental Design (CPTED) principles, stations will include CCTV cameras, lighting and help points.



Ticketing and information

Customer information will be provided via display screens, timetables and hearing loops, with ticketing facilities also included.

Contact us

- 1800 407 533
(8.30am to 4.30pm)
- scpublictransport@tmr.qld.gov.au
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Maroochydore QLD 4558

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Direct Sunshine Coast Rail Line

Mountain Creek station

Mountain Creek is home to low-medium density residential dwellings, the Mooloolaba TAFE campus and schools. Mountain Creek is located west of Mooloolaba Beach, which is a popular commercial and tourist destination on the Sunshine Coast. Mountain Creek station is proposed to service the local residential community and offer connections to key destinations for tourism and education.

Improving active transport and bus-rail interchange between the Mooloolaba area and Mountain Creek station is a significant opportunity for the Direct Sunshine Coast Rail Line project.

Mountain Creek station is proposed to be located on the west of the Sunshine Motorway, with east/west connections to enable access to from Mooloolaba, Mountain Creek and Buderim.

The following features are proposed for Mountain Creek station:

- Accessible station with two tracks, serviced by side platforms. These platforms will be future-proofed to accommodate 9-car trains. Side platforms assist to minimise the station footprint at this location.
- The park 'n' ride is anticipated to accommodate lower volumes of users due to its local catchment and active transport connections. The park 'n' ride is proposed to be a multi-storey carpark with access from both Syd Lingard Drive (north of the station)

and Karawatha Drive (south of the station). Planning for this park 'n' ride is still underway, with ultimate numbers to be determined with transport modelling.

- Bus interchange bays and kiss 'n' ride (drop off zone)
- Station facilities including ticket office, public toilets, end-of-trip facilities (cycle and scooter storage), CCTV and lighting.
- The station is proposed to have an active transport connection to Amarina Avenue, Mooloolaba. The form of this connection (underpass or overpass) is being investigated.



TMR undertook consultation on the Direct Sunshine Coast Rail Line stations in mid-2023. The community was encouraged to provide feedback on the alignment, stations and active transport.

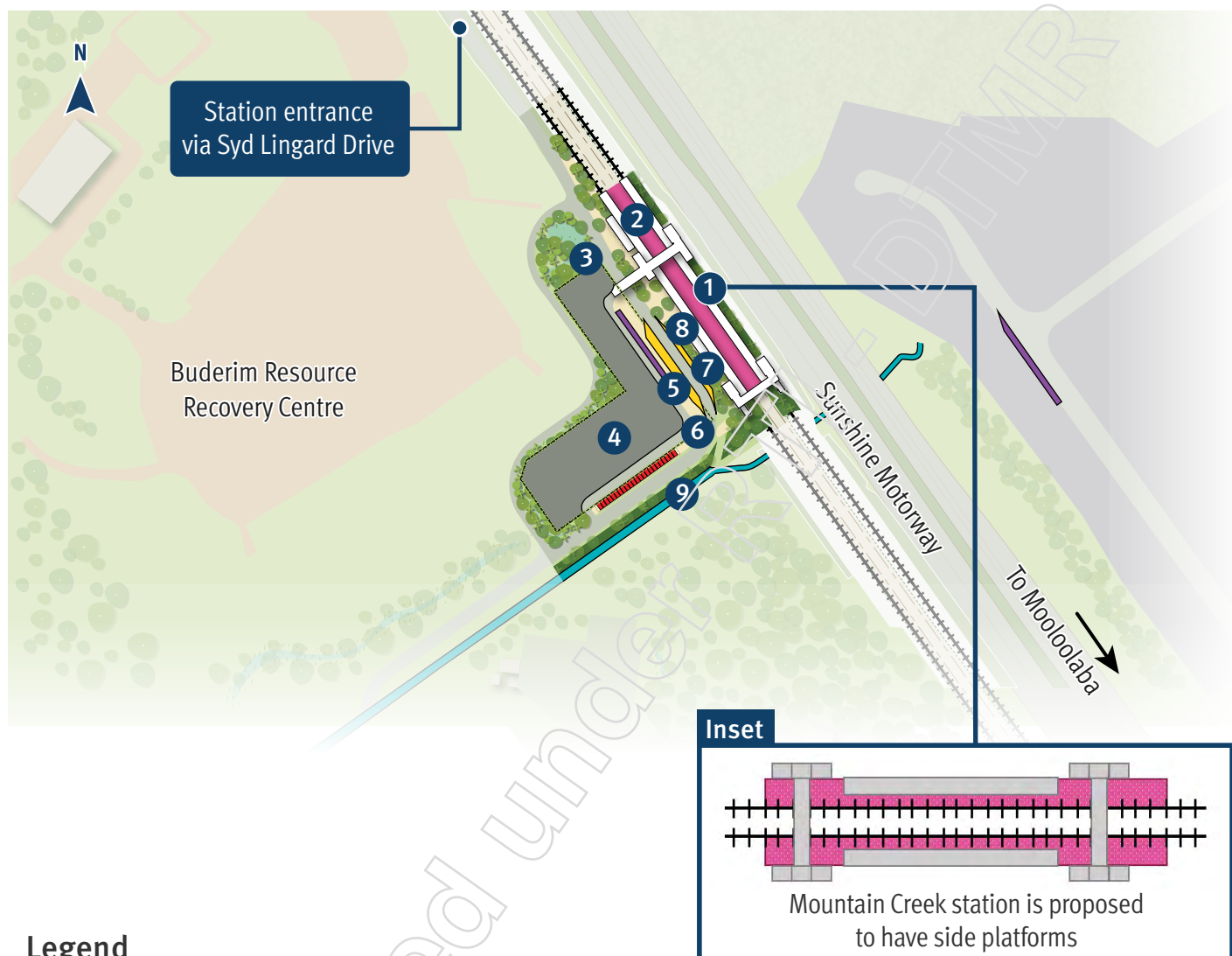
What you told us about Mountain Creek station

- Park 'n' ride is needed
- Accessible design for disability access
- Importance of connection to buses
- Good active transport connections essential
- Feedback about alternative station locations
- Feedback about architectural design elements, materials, lighting and signage
- Importance of storage for bicycles and scooters
- Toilets required due to distance from other facilities.

How this is considered in the business case design

- A park 'n' ride is included in the design. It is proposed to be positioned west of the station, with access from Syd Lingard Drive and Lady Musgrave Drive. Planning for this park 'n' ride is still underway. Considerations include design of the facility to discourage direct connection between Syd Lingard Drive and Lady Musgrave Drive and improving connectivity to Mooloolaba.
- All new and upgraded stations will be accessible for all customers.
- Connecting bus services is a key consideration of planning for the rail project, with modelling and service planning underway. This will include connections to Mooloolaba and University of the Sunshine Coast.
- Active transport connections are being planned along the full 37km corridor to ensure people can walk and ride to stations and to other destinations. At Mountain Creek station, key considerations will be given to new connections to the suburbs east of the Sunshine Motorway and connecting to existing facilities which service the high school and TAFE.
- Station placement west of the Sunshine Motorway is driven by constraint points north and south (at the Mooloolah-River Interchange and Buderim-Mooloolaba Road), rail geometry, and reducing environmental and property impacts. Final positioning of this station on the west of the motorway will be confirmed as design progresses and more detailed survey and environmental investigations are undertaken.
- All stations will have cycle and scooter storage.
- Lighting will be provided at all stations for safety. The nearby environment and residents will be considered when determining the positioning and type of lighting. This will be confirmed in later phases of the project.
- The business case design for stations includes concept designs for platform configuration and the station building. Detailed design, including more specific details about station facilities, will be undertaken in future phases of the project. Community feedback received during the business case phase will be considered in detailed design.

Mountain Creek station map (updated concept layout)



Legend

- 1** Station platforms (street level station, side platforms) – see inset
- 2** Dual track
- 3** Landscaping
- 4** Park 'n' ride (multi-storey)
- 5** Kiss 'n' ride
- 6** Disability parking bays and station staff parking
- 7** Bus bays
- 8** Cycle storage
- 9** Existing active transport underpass. Options are being investigated for pedestrian and bicycle connection to Amarina Avenue

All double-side platform stations to include lifts and stairs between platforms.

Mountain Creek station access and features

Getting to and from stations

In addition to connections with the Sunshine Coast Public Transport project, the Direct Sunshine Coast Rail Line project includes upgrades to the bus network to ensure communities along the route have efficient connections to stations.

In line with the Southern Sunshine Coast Public Transport Strategy, we're planning to introduce new routes between stations, key destinations, and surrounding areas. This will improve travel right across the region.



Scan the QR code to view all DSC Rail Line station concept layouts and a map of proposed corridor refinements.



Accessibility

All stations will be accessible to everyone in our community.



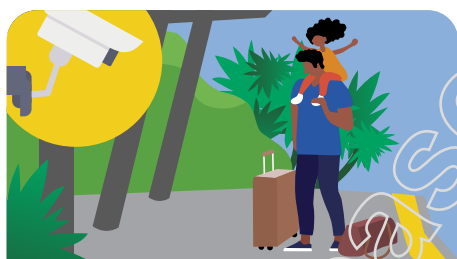
Active transport

To support active transport options, stations will feature facilities and infrastructure to accommodate bikes and other micro-mobility devices.



Passenger comfort

Seating, shelters and nearby water refill points will ensure comfortable journey experiences, with toilets provided at major interchange stations.



Safety

In accordance with Crime Prevention Through Environmental Design (CPTED) principles, stations will include CCTV cameras, lighting and help points.



Ticketing and information

Customer information will be provided via display screens, timetables and hearing loops, with ticketing facilities also included.

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Direct Sunshine Coast Rail Line

Nirimba (Aura) station

Nirimba is a suburb within Aura, Australia's largest residential development project. Aura will provide approximately 20,000 new dwellings and be home to approximately 50,000 people.

Nirimba station is proposed to be located adjacent to the site earmarked for the Aura town centre. The station placement is compatible with the Aura master plan. It is proposed to be located at street level with side platforms to allow direct connectivity between the town centre precinct and station platforms.

The following features are proposed to be included in the design for Nirimba station.

- Accessible station with two tracks, serviced by side platforms. These platforms will be future-proofed to accommodate 9-car trains.
- Station facilities including ticket office, public toilets, end-of-trip facilities (cycle and scooter storage), CCTV and lighting.

- Bus interchange and kiss 'n' ride (drop off zone).
- A park 'n' ride location and configuration is still under investigation. Transport demand modelling at this location will inform the number of park 'n' ride spaces that are planned.
- Active transport connections are proposed to be included. These facilities will connect to the planned active transport network within the Aura master plan.

What you told us about Nirimba (Aura) station

- The park 'n' ride should accommodate the future growth of the development area

- Feedback about platform and rail line configuration
- Accessible design for disability access (platforms and all elements of the station, including facilities)
- Importance of storage for bicycles and scooters
- Feedback about architectural design elements, materials and signage
- Importance of safety and security at the station
- Importance of ample shade and weather protection
- Connection between the station and sports fields should be considered

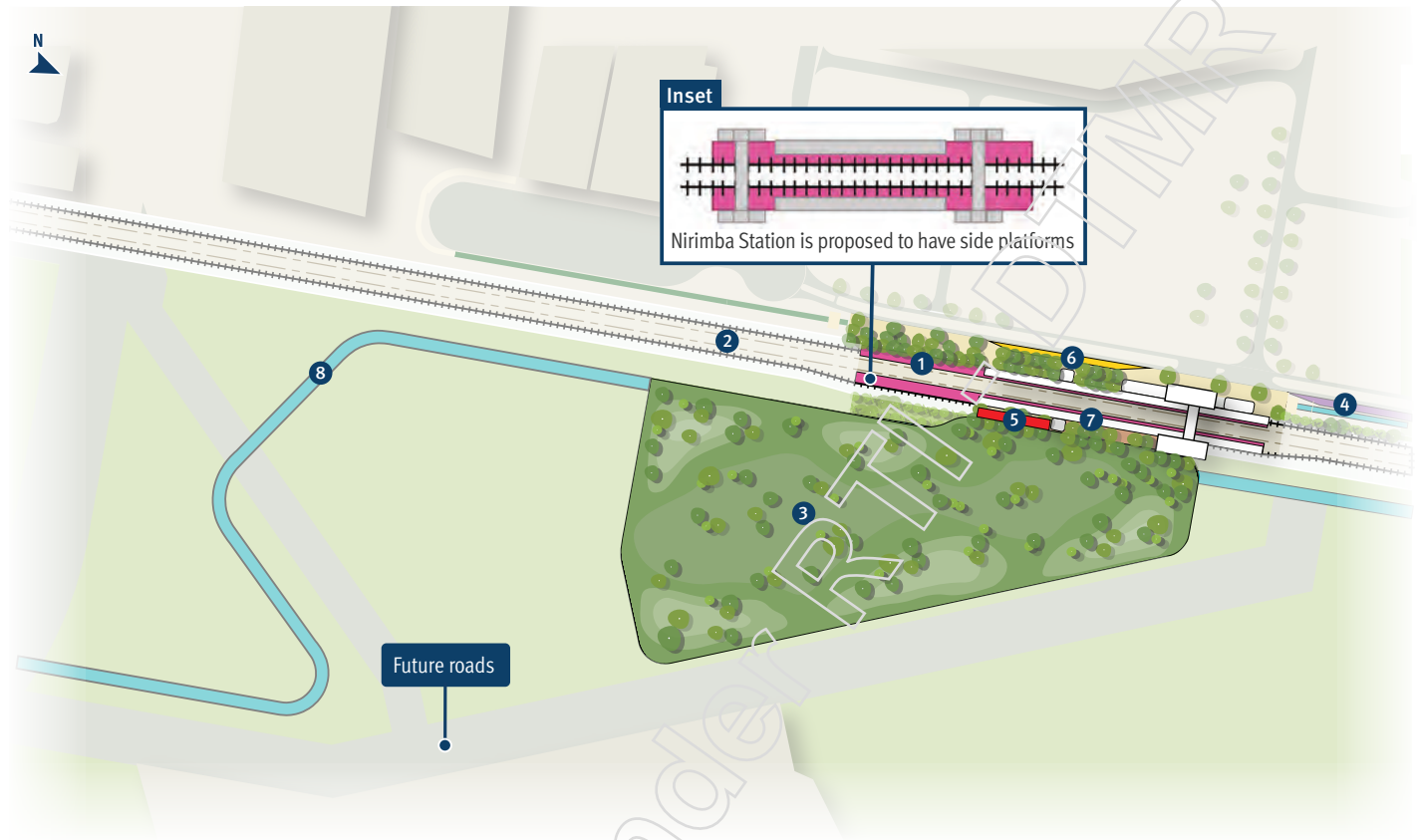


TMR undertook consultation on the Direct Sunshine Coast Rail Line stations in mid-2023. The community was encouraged to provide feedback on the alignment, stations and active transport.

How this is being considered in the business case design

- All new and upgraded stations will be accessible for all customers.
- All stations will have storage for cycling and scooters.
- Safety and security has been considered in the design of all stations (appropriate lighting levels, well monitored waiting environments, spaces that allow for passive surveillance and observation of the station, security cameras in operational areas, visual monitoring of the station/precinct).
- Platform shelters and shaded waiting areas have been accommodated in the design of all stations.
- Active transport links between the station and proposed sports precincts have been considered and included in the concept design.
- Park 'n' ride design and access to and from the station will consider the future growth of this area, with design to accommodate the ultimate master plan.
- The business case design for all stations includes concept designs for platform configuration and the station building. Detailed design, including more specific details about station facilities, will be undertaken in future phases of the project. Community feedback received during the business case phase will be considered in detailed design.

Nirimba station map (updated concept layout)



Legend

- 1 Station platforms (street level station, double-side platforms) - see inset
- 2 Dual track
- 3 Landscaping
- 4 Kiss 'n' ride
- 5 Disability parking bays and station staff parking
- 6 Bus bays
- 7 Cycle storage
- 8 Pedestrian and bicycle (active transport) connections

All double-side platform stations to include lifts and stairs between platforms.
Options are being investigated for the Nirimba (Aura) park 'n' ride location.

Nirimba (Aura) station access and features

Getting to and from stations

In addition to connections with the Sunshine Coast Public Transport project, the Direct Sunshine Coast Rail Line project includes upgrades to the bus network to ensure communities along the route have efficient connections to stations.

In line with the Southern Sunshine Coast Public Transport Strategy, we're planning to introduce new routes between stations, key destinations, and surrounding areas. This will improve travel right across the region.



Scan the QR code to view all DSC Rail Line station concept layouts and a map of proposed corridor refinements.



Accessibility

All stations will be accessible to everyone in our community.



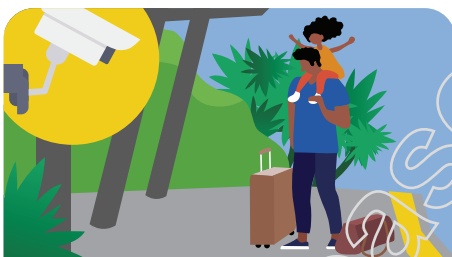
Active transport

To support active transport options, stations will feature facilities and infrastructure to accommodate bikes and other micro-mobility devices.



Passenger comfort

Seating, shelters and nearby water refill points will ensure comfortable journey experiences, with toilets provided at major interchange stations.



Safety

In accordance with Crime Prevention Through Environmental Design (CPTED) principles, stations will include CCTV cameras, lighting and help points.



Ticketing and information

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- 1

Maroochydore
Rail track remains west of Sunshine Motorway, before crossing motorway south of Maroochy Boulevard. Meets rail technical standards, minimises operational noise, environmental and flooding impacts.
- 2

Buderim-Mooloolaba Interchange
Rail track underpasses under Mooloolaba Road minimises impacts to the local road network. Helps reduce noise and visual amenity impacts.
- 3

Mooloolah River crossing (Parrearra to Mountain Creek)
Rail track moves west minimising environmental, cultural heritage and flooding impacts. Aligns rail corridor, the Mooloolah River Interchange project and active transport facilities in a smaller footprint to mitigate environmental impacts.
- 4

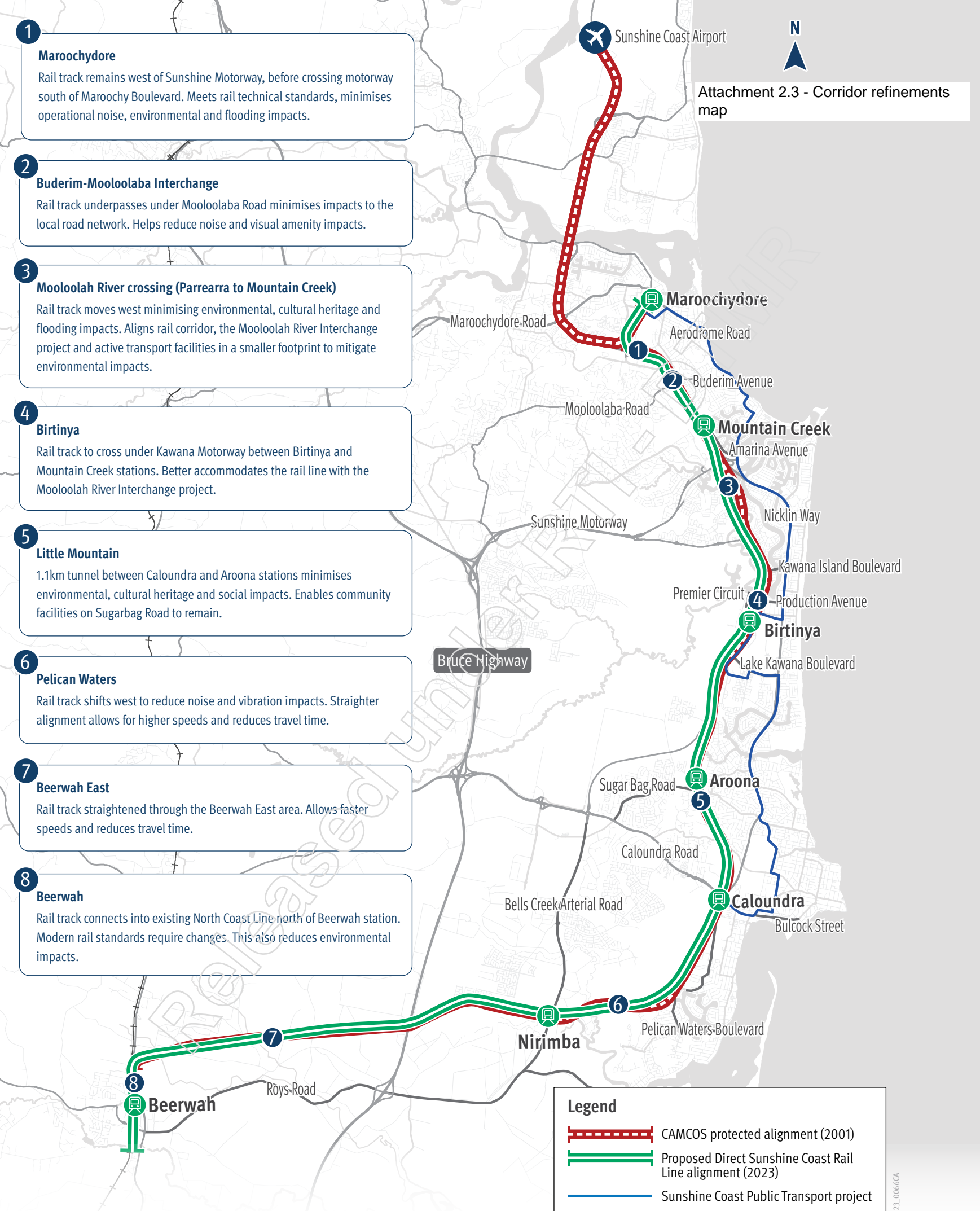
Birtinya
Rail track to cross under Kawana Motorway between Birtinya and Mountain Creek stations. Better accommodates the rail line with the Mooloolah River Interchange project.
- 5

Little Mountain
1.1km tunnel between Caloundra and Aroona stations minimises environmental, cultural heritage and social impacts. Enables community facilities on Sugarbag Road to remain.
- 6

Pelican Waters
Rail track shifts west to reduce noise and vibration impacts. Straighter alignment allows for higher speeds and reduces travel time.
- 7

Beerwah East
Rail track straightened through the Beerwah East area. Allows faster speeds and reduces travel time.
- 8

Beerwah
Rail track connects into existing North Coast Line north of Beerwah station. Modern rail standards require changes. This also reduces environmental impacts.



Direct Sunshine Coast Rail Line, planning

• [North Coast Region](#)

Location

Sunshine Coast rail corridor

Timing

Business Case underway

Status

Planning

Direct Sunshine Coast Rail Line, planning

Planning for a new direct Sunshine Coast heavy rail connection between Beerwah and Maroochydore is underway, with \$14 million in the ~~2023-24~~ State budget for a detailed business case.

Commented [GZdM1]: Bit contentious at the moment - we have some funds sitting in the 24/25 year too...

The proposed 37km Direct Sunshine Coast Rail Line would expand the South East Queensland rail network through a proposed spur line from the North Coast Line at Beerwah to Maroochydore.

This proposed line would provide faster, more reliable and sustainable connections between the Sunshine Coast, Moreton Bay and Brisbane regions. It will connect people to jobs, study, health services and key tourist destinations.

It will provide easy public transport access and connectivity between the hinterland and coastal communities, with new stations, park 'n' rides and active transport facilities being ~~investigated~~[planned](#).

The new rail line would ~~remove help to reduce~~ congestion ~~from on~~ the road network and provide more accessible, inclusive and sustainable travel options.

Pre-delivery work, such as stakeholder engagement, site surveys and ~~geotechnical environmental~~ investigations will be undertaken in the planning stage.

A detailed business case is the final stage of planning, under the [Queensland Government's Project Assessment Framework](#), before a funding decision.

The business case is currently underway and will be completed by the end of 2023. Queensland and Australian Government consideration of business case outcomes is anticipated in 2024.

The rail line is proposed to interchange with [buses and](#) the [Sunshine Coast Public Transport project](#) at key locations to increase public transport opportunities for the growing Sunshine Coast community, as outlined in the [Southern Sunshine Coast Public Transport Strategy](#).

This planning builds on the 2001 Caboolture to Maroochydore Corridor Study (CAMCOS) to confirm corridor alignment and station locations based on passenger demand and current land use planning, technical requirements, rail standards and legislation.

As part of the project, key road and rail interfaces along the proposed rail corridor are being considered including the Kawana Motorway and Mooloolah River Interchange.

Benefits

- Improves safety
- Increases capacity
- Improves network efficiency
- Increases car parks
- Accessibility
- Reduces travel time
- Contributes to economy
- Contributes to regional growth
- Better active transport
- Reduces peak hour congestion

Key features

- A 37km rail extension between Beerwah and Maroochydore to increase public transport opportunities.
- New stations along the corridor.
- Park 'n' rides and associated facilities to increase accessibility.
- Active transport provisions along the corridor to improve safety and encourage these transport modes.
- Maintenance access, stabling and operational facilities.

Funding

This planning is funded by the Queensland Government with a commitment of \$14 million. Investment ID: 2474924

Total investment

\$14 million

Queensland Government

\$14 million

Current status

A ~~D~~detailed ~~B~~business ~~C~~case is currently underway, with completion expected in late 2023. Government consideration of the business case outcomes ~~are~~is expected in 2024.

~~The community is now invited to provide feedback on the project. View the alignment and station locations and have your say between 19 July and 20 August 2023.~~

Proposed corridor revisions and updated station concept layouts are now available to view. You can provide feedback on these by [date] for consideration in future phases of the project.

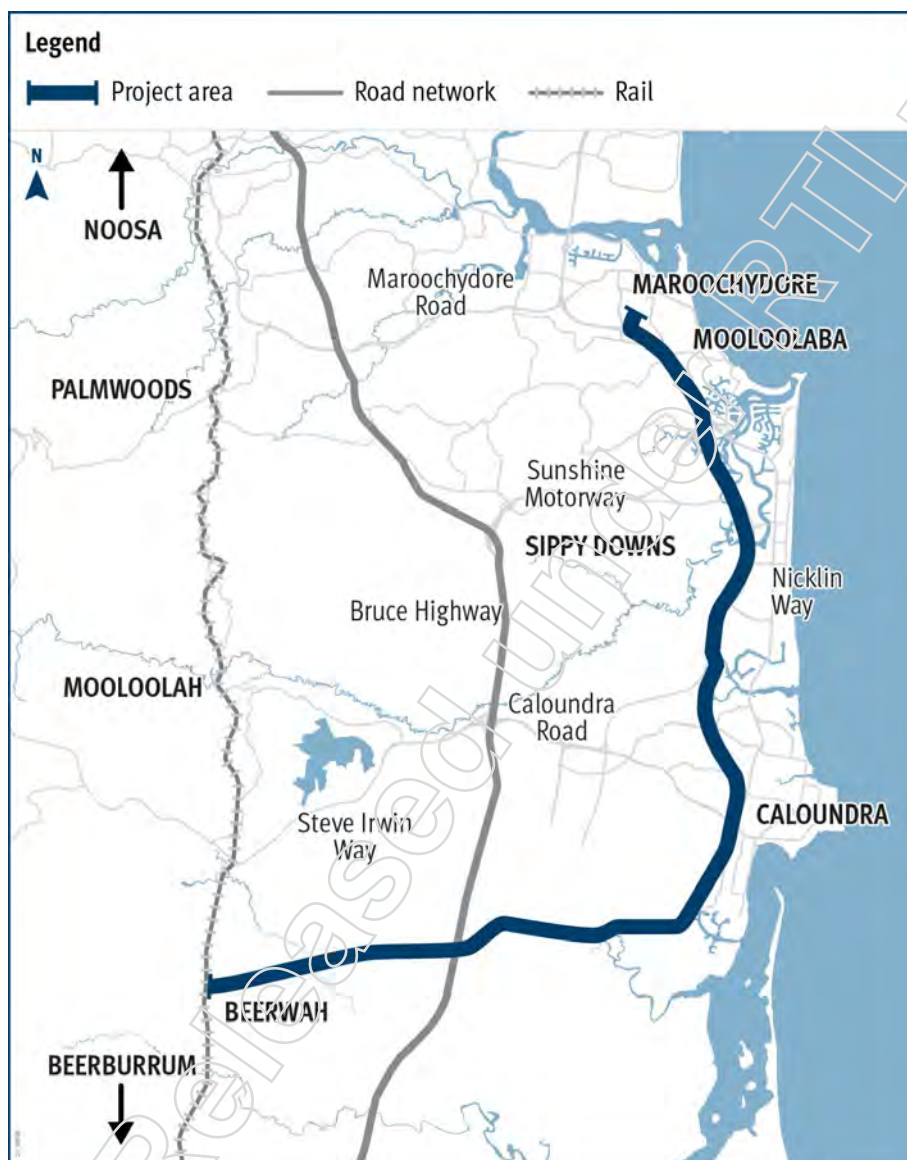
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Sustainability

The sustainability principles will be linked to specific targets and objectives within the Infrastructure Sustainability Management Plan to optimise environmental, social, economic and governance outcomes.

The project will be using the Infrastructure Sustainability Council Rating Scheme Version 2.1 aims to achieve a formal Infrastructure Sustainability Council rating of 'excellent' for both design and as built phases of construction.

Planning location map



[This map shows the CAMCOS corridor \(protected in 2001\). TMR proposes to refine the corridor as part of the Direct Sunshine Coast Rail Line detailed business case.](#)

Released under RTI - DTMR

Direct Sunshine Coast Rail Line

FAQs – Consultation round 2

Existing questions – to retain on consultation webpage

Where will the proposed new rail line go?

Planning is following the Caboolture to Maroochydore Corridor Study (CAMCOS) corridor, which was preserved in 2001. This corridor travels from Beerwah, through Caloundra South (Aura), Pelican Waters, Meridan Plains and Birtinya, towards Maroochydore. Some refinements are proposed to be made to this corridor as a result of planning, engineering and consultation undertaken during the Direct Sunshine Coast Rail Line business case.

What is the difference between the Direct Sunshine Coast Rail Line and the Sunshine Coast Public Transport project (formerly known as the Sunshine Coast Mass Transit project)? Why are both required?

The Southern Sunshine Coast Public Transport Strategy sets out the proposed vision for public transport for the southern Sunshine Coast. Planning for the future network includes a western corridor (the North Coast Rail Line), a centre corridor (Direct Sunshine Coast Rail Line), a coastal corridor (Sunshine Coast Public Transport project) and the key connectors (connections between the 3 corridors).

The proposed Direct Sunshine Coast Rail Line would provide medium and longer distance trips, including to/from the Sunshine Coast and between the region's economic centres. The Sunshine Coast Public Transport project would provide local travel (shorter distance trips).

The proposed Sunshine Coast Public Transport project would provide an accessible, more sustainable travel option for residents and visitors making intra-regional journeys between Maroochydore and Caloundra. It would help reduce the high reliance on private vehicles for shorter trips, leading to eased congestion on the road network and reduced travel times.

Together, the Direct Sunshine Coast Rail Line and the Sunshine Coast Public Transport projects would make travelling by public transport to, from and within the region more convenient, affordable and reliable.

The 2 projects will share key transport hubs to make it easy for passengers to transfer between them or connect on to other supporting public transport services.

When will a new rail line be constructed? How much will it cost?

The detailed business case for the Direct Sunshine Coast Rail Line is expected to be completed in late 2023 and progressed for government consideration in 2024.

All major infrastructure projects are required to go through this planning phase to determine:

- how they would be constructed
- how long construction would be expected to take
- what the impacts would be on the surrounding communities and environment
- the benefits of the project and how much construction would cost.

This planning will inform project costs, government consideration of funding and timeframes for construction.

Where will the stations be located?

Beerwah station is proposed to be upgraded, with new stations proposed at Nirimba (Aura), Caloundra, Aroona, Birtinya, Mountain Creek and Maroochydore as part of the current planning.

The station locations have been carefully planned to ensure the community has easy and convenient access to the new rail line and ensure the new train services are efficient (more stations mean slower train services as the trains need to slow down and speed up at stations).

How are station locations determined?

Station locations are positioned within the preserved CAMCOS corridor where possible. Transport modelling was used to forecast station patronage and travel times. Technical evaluations included assessing the rail geometry with the aim to achieve straight rail track connecting to the stations, future-proofing for longer trains and meeting accessibility requirements. Environmental impacts and ground type were also considered to determine the locations.

Connection with the community was an important consideration for the station locations. Rail stations connected to the community within easy walking and cycling distance can help reduce congestion on the local road network, as many people will have an alternative to driving. Providing access to other connecting public transport modes, like buses, as well as kiss 'n' ride and park 'n' ride facilities also creates places that are easy and comfortable to move around in.

What does the planning phase involve?

Investment planning follows the Queensland Treasury Project Assessment Framework. The detailed business case planning considers the following:

- confirm the project requirements
- confirm project option(s) and delivery models to be evaluated
- conduct detailed analysis of options design, risks, financials, economics, environment impacts, community impacts and utilities
- develop implementation plan, assessing staging and timeframes for construction.
- These considerations will be used to confirm a detailed cost estimate for construction (how much it will cost to build) and develop a preliminary design.

How does this business case differ from previous CAMCOS planning?

TMR is undertaking a detailed business case to determine the requirements of building and operating a new rail line to Maroochydore to inform a government investment decision.

This business case will update previously completed work as part of the 2001 CAMCOS study. It will confirm and provide more detail on various elements of the rail design, rail operation and stabling, construction, land use, environment and waterways, and community to ensure a new rail line could be successfully delivered and operated at this location.

What would construction involve?

The new rail line would involve construction of:

- the new track and stations
- connecting active transport infrastructure to make it easier for people to walk and ride to public transport and/or their destination
- maintenance access, stabling, signalling and operation facilities.

Specific details about construction methods would be determined in future phases of the project.

Once construction impacts are identified, TMR will notify stakeholders and work with people in the community who may be impacted by construction. TMR will notify impacted community members as early as possible of potential impacts and disruptions.

How would the rail line interface with nearby existing and planned roads such as the Bruce Highway, Mooloolah River Interchange and new Kawana Motorway?

The planning is considering how the rail line interfaces with nearby projects including the Mooloolah River Interchange and Kawana Motorway. The respective project teams are working closely together to determine how these designs would work together to provide safe and efficient road, rail and active travel.

How will the detailed business case consider environmental and cultural heritage impacts?

The detailed business case includes an initial environmental assessment and management plan and identifies anticipated environmental approval requirements. Should the project receive funding to get built, it would move into the next stages of detailed planning and delivery with more detailed environmental assessments and engagement with community, interest groups and First Nations People required to inform project development and environmental approval documentation.

What technical studies are being undertaken as part of this planning?

Technical studies to inform the detailed business case include flood modelling, geological studies, flora and fauna surveys, as well as initial investigations for water quality, cultural heritage, noise and vibration and air quality.

How will the project impact local residents?

Some property owners will be impacted by property acquisitions required for the project. Once the corridor realignments are confirmed and these properties are determined, TMR will liaise directly with those property owners to ensure they are well-informed of the project, in line with TMR's acquisition process.

TMR will engage with the community, including residents, during this planning process. We encourage all interested community members to register for future project updates to receive information as the project progresses. Register on this page in the top right corner.

Will all stations be constructed at the same time?

It is possible that not all stations will be constructed at the same time. Construction staging is being considered as part of the current planning to reduce the level of construction disruptions for the Sunshine Coast community and pressure on industry, particularly considering the volume of infrastructure projects being planned for the Sunshine Coast and for South East Queensland in the coming years.

Proposed additional questions

Active transport

Will active transport be integrated into the proposed rail line?

Active transport infrastructure is an important part of the Direct Sunshine Coast Line project. The project will provide active transport facilities, such as pedestrian and bicycle rider pathways around stations and along the corridor to connect key communities and centres.

In some locations, the facilities are proposed to be located through nearby locations rather than parallel with the rail corridor. This is because of safety, accessibility and environmental sensitivities, as well as constructability challenges. 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 and personal mobility device storage.

Airport link

Will the rail line connect to the Sunshine Coast Airport?

The Direct Sunshine Coast Rail Line is being planned to Maroochydore with access to the Sunshine Coast Airport connected through an improved network of higher frequency and connector bus routes that will provide convenient connections to major centres and popular destinations.

The protected CAMCOS transport corridor extends to the Sunshine Coast Airport and will continue to be protected to allow for future extension when necessary.

University

Will the rail line connect to the University of the Sunshine Coast?

A rail station is not proposed at the University of Sunshine Coast as the Direct Sunshine Coast Rail Line is being planned to generally follow the previously protected CAMCOS corridor to minimise community and environmental impacts.

The University of Sunshine Coast will be connected through a network of higher frequency and connector bus routes to and from stations that will provide convenient connections to major centres and popular destinations.

Park 'n' ride

Will park 'n' ride options be available at stations?

Park 'n' ride facilities are being proposed for all stations except Maroochydore Station. Maroochydore Station is located in the Maroochydore City Centre, which provides for close interchange facilities for bus services, kiss 'n' ride and taxi services. An interchange with the Sunshine Coast Public Transport project is also being considered at the Maroochydore station.

All stations, including Maroochydore Station will have accessible parking, as well as active transport connections for bicycles, personal mobility devices and walking.

The location and number of park 'n' ride facilities is yet to be finalised for all stations.

Noise

How will noise from the rail line be reduced?

The Direct Sunshine Coast Rail Line is being planned to reduce impacts on the community and environment. The business case is investigating ways to minimise noise impacts by optimising the rail track alignment and design (straightening/reducing curves where possible) and considering noise barrier treatments. Should the project receive funding to be built, further noise assessments will be needed to inform the project detailed design.

To read more about these Rail Noise Planning Levels, including the design criteria applied for this project please follow this link. (note- what is the protocol here- link to the TMR Interim Noise Guidelines for rail or QR noise planning levels?) link.

Train speed/capacity

How fast will the train go?

The rail line is being designed for train speeds up to 160 km/h, where the rail geometry (curves/straight track and incline/decline changes) and station locations allow. A train's overall speed and travel time is affected by the number of times it has to slow down, stop at a station, and regain speed.

Accessibility

What planning has been undertaken to ensure adequate accessibility?

TMR is engaging with accessibility specialists and groups to ensure accessibility is considered in all stages of planning and design for this project. It is important that access to and at the stations is safe and efficient for everyone. Other important accessibility considerations will include signage and way-finding, active travel connectivity and safe multi-modal transport connections.

Will existing transport be upgraded?

A network of high frequency and connector bus routes or 'key connectors' is being planned to provide convenient connections from stations to major centres and popular destinations, including the University of Sunshine Coast, Sunshine Coast University Hospital, Nambour, Landsborough and Sunshine Coast Airport. These services would link to each other, local services and regional services running further north, south and west. Bus services have also considered those residents and visitors north of Maroochydore. Services are being proposed which connect these northern Sunshine Coast communities to the rail stations.

The Sunshine Coast Public Transport project is also planning to connect to these high frequency and connector routes 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.

Visual Amenity

How will the visual amenity of the Sunshine Coast be retained?

TMR will consider opportunities to enhance the visual amenity of the project so it complements the natural landscape and characteristics of the Sunshine Coast.

These opportunities may include:

- Tree planting/ Revegetation to increase the natural tree canopy coverage
- Soft landscaping (hedges, shrubs, turf, mulch and soil)
- Including sub-tropical design elements (natural light and materials to provide the balance of light and shade).
- Reflecting the unique character of each area into the broader precinct design

These opportunities will be explored in future stages of the project to inform the design as it matures.

Stations

How was the platform configuration determined? (Island or side platforms)

When designing a rail station there are three common types of platforms that are considered:

- **Side Platforms** – a platform(s) positioned to the side of the rail tracks to provide good access from connecting streets or precincts with opportunities for ground-level access.
- **Island Platforms** – a single platform is positioned between two rail tracks to provide better cross-platform movements for customers.
- **Feeder Interchange Platforms** – a platform(s) that provides for customers to interchange between different transport modes (rail, bus, or light rail).

The type of platform selected for each station is informed by the rail track layout, local landscape, safety, and customer needs.

What did the community say about the project when consulted in mid-2023?

TMR invited the community to have their say on the Direct Sunshine Coast Rail Line project in mid-2023.

The community provided feedback on a wide range of items relating to the project, including station locations and designs, corridor location, active transport and connections with other public transport services (including the Sunshine Coast Public Transport project).

People also shared how they would use the proposed Direct Sunshine Coast Rail Line. People told us that they would like to use the rail line to visit family and friends, travel to the beach and key tourism destinations, attend sports games and events in other regions, travel to and from work in Moreton Bay and Brisbane and more. We heard that a safe, fast, reliable and efficient alternative to private vehicle travel would be a welcome addition to the regional transport network within the Sunshine Coast region.

Feedback about the corridor included its proximity to nearby neighbourhoods and homes, connection to other Sunshine Coast locations, such as education and healthcare facilities, preferences to avoid significant environmental areas, and a desire for the rail line to generally remain along the CAMCOS corridor. The community asked how noise and visual amenity were being considered in the design and how local road traffic was being considered around the corridor. The community also provided design suggestions.

Feedback about active transport was focused on support for these facilities being delivered as part of the project, with strong support for high quality active transport facilities to generally follow the rail alignment and connect to stations. Feedback also included the need for e-scooters and mobility scooters to travel on these facilities, along with bike riders and pedestrians, and the need for end-of-trip facilities and storage.

Feedback was also provided on stations. More details on the stations and how the community's feedback has been incorporated into the business case can be found [here](#).

Key statistics about the mid-2023 consultation are available in the [consultation summary report](#).

How has the project changed in response to community feedback?

The Queensland Government is considering all feedback received in the business case stage. To date, key project changes in response to the community's feedback include:

- refinements to the rail corridor alignment to minimise environmental, cultural heritage and community impacts
- refinements to the active transport alignment and providing active transport facilities at stations
- enhanced facilities at stations and access to and from stations (from all modes)
- noise mitigation incorporated into the design of the rail corridor
- unique considerations for each station, based on the local communities and places that they serve
- enhanced station design and surroundings, including public art and urban design

- planned connections with the Sunshine Coast Public Transport Project at key interchange locations and the Sunshine Coast bus network at all stations

Released under RTI - DTMR



Our ref PC31146/Direct Sunshine Coast Rail Line corridor planning

Department of
Transport and Main Roads

X November 2023

XXX
XXX
XXX QLD 4XXX

Dear xxxxxx

The Department of Transport and Main Roads (TMR) is planning for the Direct Sunshine Coast Rail Line, which is a proposed new 37 kilometre passenger rail line connecting the Sunshine Coast community between Beerwah, Caloundra and Maroochydore to Moreton Bay, Brisbane and beyond.

This letter is to inform you that your property at NR is in close proximity to this corridor.

The corridor was preserved in 2001 as part of the Caboolture to Maroochydore Corridor Study (CAMCOS). TMR is currently undertaking a detailed business case for Government consideration in 2024, including refining the corridor that would be required if the project is approved. Please note that the project is currently in planning phase only, and no decision has been made yet about when the project would proceed.

At this stage, investigations are continuing around NR to determine corridor alignment and requirements (please refer to attached indicative map). If your property is identified as being impacted by the proposed project, TMR will write to you again to notify you and will arrange a meeting to discuss further with you.

Further information about the Direct Sunshine Coast Rail Line project is available on TMR's website at www.tmr.qld.gov.au/directsunshinecoastrail.

Strategic Rail Branch
Office of the General Manager
Floor 16 Mineral House
41 George Street Brisbane Qld 4000

Telephone +61 7 5451 7055
Facsimile +61 7 5451 7098
Website www.tmr.qld.gov.au
Email scpublictransport@tmr.qld.gov.au

ABN 39 407 690 291

If you have any questions about this project, please contact TMR's North Coast Region on 5451 7055 (8.30am–4.30pm, Monday to Friday) or by email at scpublictransport@tmr.qld.gov.au to arrange a meeting with the project team.

Yours sincerely

Jane Brander
General Manager (Strategic Rail)

Released under RTI - DTMR

Department of Transport and Main Roads
Decision Brief
COM1241

Attachment 3 – Sunshine Coast Public Transport project

3.1 – Social Pinpoint page

3.2 – Station location factsheet

3.3 – Vehicle mode factsheet

3.4 – Webpage update

Released under RTI - DTMR

Sunshine Coast Public Transport

Help shape future plans for an accessible, convenient and sustainable public transport system between Maroochydore and Birtinya, with a possible extension to Caloundra.

[Home](#)

The Department of Transport and Main Roads (TMR) is working towards a better public transport system for the Sunshine Coast

TMR is leading a Detailed Business Case for an enhanced public transport connection between Maroochydore and the Sunshine Coast University Hospital at Birtinya (Stage 1), with a possible extension to Caloundra (Stage 2).

The project aims to enable greater travel choices for short, local trips throughout the Sunshine Coast, and help ease congestion and improve efficiency of the broader transport network through reduced car dependence.

The Detailed Business Case for Stage 1 is currently underway and involves an assessment of potential transport modes and investigates all components of the project to understand and demonstrate the economic, social, environmental and financial viability of the project.

What's new?

In November 2023, we released further information about key components of the project. See below and click to find out more.



Proposed station locations

Find out about the proposed location of interchanges and stations and view artist impressions.

[Click to learn more >](#)

Vehicle options

Learn more about the vehicle options we've narrowed down from SCC's five (5) options.

[Click to learn more >](#)

Better, more frequent bus services

Learn about how we're planning to introduce new routes and increase services to improve east-west connections between stations, key destinations and surrounding areas.

[Click to learn more >](#)

Register for project updates



How did we get here?

Find out about the history of the project and our next steps.

[Click to learn more >](#)

Frequently asked questions

Want answers to common queries?

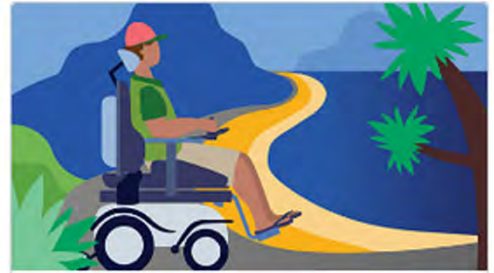
Ways to get involved

We want to create the best possible transport network for the Sunshine Coast and ensure the needs of everyone in the community are carefully considered.

Opportunities to get involved

[Click to learn more](#)

[Click to learn more >](#)



Transforming travel for everyone

Find out about the opportunities a better public transport system can bring.

[Click to learn more >](#)

Related projects



Southern Sunshine Coast Public Transport Strategy

We've developed a public transport strategy for the southern Sunshine Coast region, building upon previous planning efforts and incorporating community feedback. The strategy outlines our vision for a public transport system that meets the future needs of the southern Sunshine Coast, while protecting its natural environment and lifestyle.

[Click to learn more >](#)



Direct Sunshine Coast Rail Line

We're planning for the Direct Sunshine Coast Rail Line – a proposed new 37 kilometre passenger rail line connecting the Sunshine Coast community between Beerwah, Caloundra and Maroochydore to Moreton Bay, Brisbane and beyond. The new rail line will tie in with the Sunshine Coast Public Transport project to increase public transport opportunities for the growing Sunshine Coast community, as outlined in the Southern Sunshine Coast Public Transport Strategy.

[Click to learn more >](#)



Northern Sunshine Coast Public Transport Strategy

TMR is beginning work on the Northern Sunshine Coast Public Transport Strategy in partnership with Sunshine Coast and Noosa Shire Councils. The Strategy will set out the department's vision for a future public transport system for the northern Sunshine Coast area that all levels of government can work towards.

[Click to learn more >](#)

Project documents and image gallery



[Click to read project documents, or view and download images.](#)

Contact us

Have a question or want to learn more about the project? Contact us below:

- Phone 1800 407 533
- Email SCPublicTransport@tmr.qld.gov.au
- Website www.tmr.qld.gov.au/SunshineCoastPublicTransport
- In writing Sunshine Coast Public Transport
Department of Transport and Main Roads
North Coast Region
PO Box 1600
MAROOCHYDORE QLD 4558

If you need an interpreter, call the Translating and Interpreting Service on 13 14 50 (International callers phone +61 3 9268 8332) and have them contact TMR on 13 23 80. If you are deaf or have a hearing or speech impairment contact us through the National Relay Service.

This project is funded through contributions from the Australian Government, Queensland Government and Sunshine Coast Council

Proposed station locations

As part of the Detailed Business Case, a total of 18 interchange and station locations have been proposed within Stage 1 of the project area, between Maroochydore to Birtinya.

Locations for Stage 2, between Birtinya to Caloundra, will be determined as part of future planning.

How are stations planned?

Locations have been determined through careful consideration of:

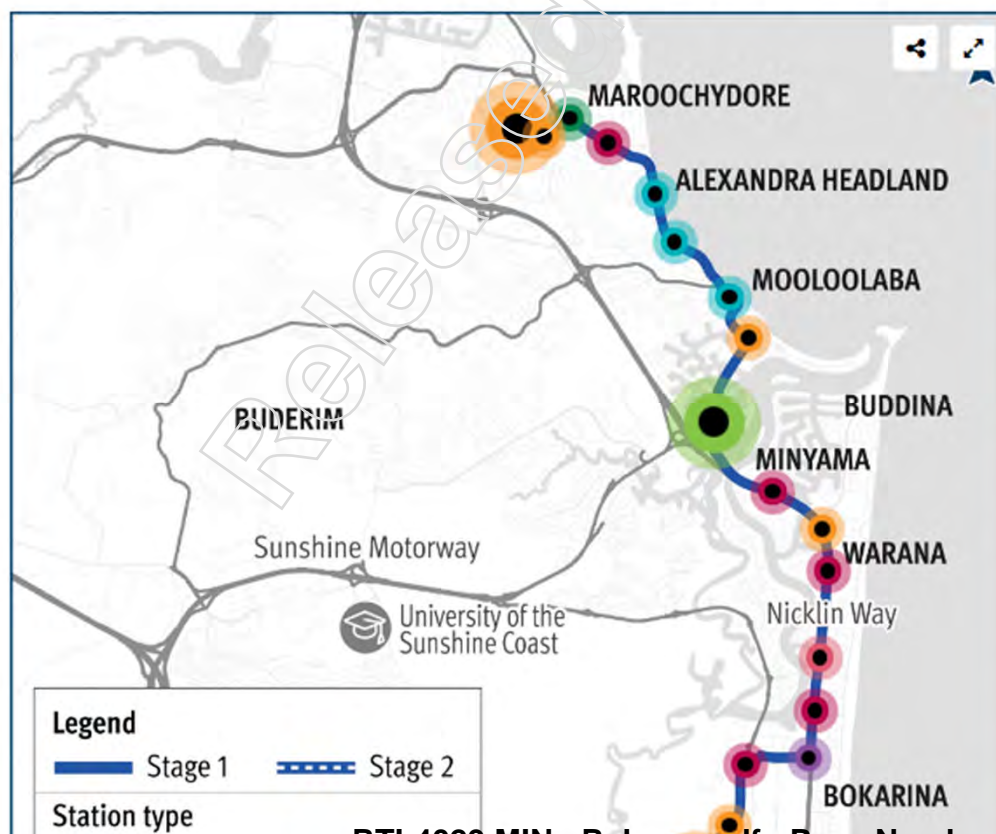
- Proximity to key destinations and attractions
- Access by different users, including links with active transport routes
- Spacing between other stations and interchanges
- Average vehicle operating speeds
- End-to-end journey times
- Forecasted growth
- Passenger demand and trip purpose
- Efficiency of the broader transport network.

How has community feedback been used to plan proposed stations?

Community feedback captured via TMR's interactive map as part of consultation carried out in mid-2023 was also carefully considered. Feedback also highlighted support for conveniently located stations, accessibility, active transport connections and careful integration within the community.

Stations layout

Click on each of the 'hotspots' below to learn more about the proposed stations.



Proposed station locations

Find out about the proposed location of interchanges and stations and view artist impressions.

Tell us your thoughts

There are many ways you can provide feedback on the project.

[Click to have your say >](#)

Fast facts

Stations are located in **close proximity** to key activity centres and attractors.

Stations are spaced, **on average, approximately 800 meters apart** along the length of the route

Stations are located **close to crossings** to ensure ease of access for all users.

At station features



Accessibility

All stations will be accessible to everyone in our community.



Active transport

To support active transport options, stations will feature facilities and infrastructure to accommodate bikes



and other micro-mobility devices.

Passenger comfort



Seating, shelters and nearby water refill points will ensure comfortable journey experiences, with toilets provided at major interchange stations.

Safety



In accordance with Crime Prevention Through Environmental Design (CPTED) principles, stations will include CCTV cameras, lighting and help points.

Ticketing and information



Customer information will be provided via display screens, timetables and hearing loops, with ticketing

Station types and character areas

Click on the tabs below to learn more about station types and station character areas.

STATION TYPES

STATION CHARACTER AREAS

Stations can be categorised into two different types:

- Interchange stations
- Standard stations.

To understand the difference between them, read more information below and view artist's illustrations of each station type.

Interchange stations

Interchange stations provide for high patronage in mixed use areas with high pedestrian activity.

Interchange stations can be major or minor and provide for connections with heavy rail (Direct Sunshine Coast Rail Line) and/or high frequency local bus services.

They have a typical platform length of 50m.

Standard stations

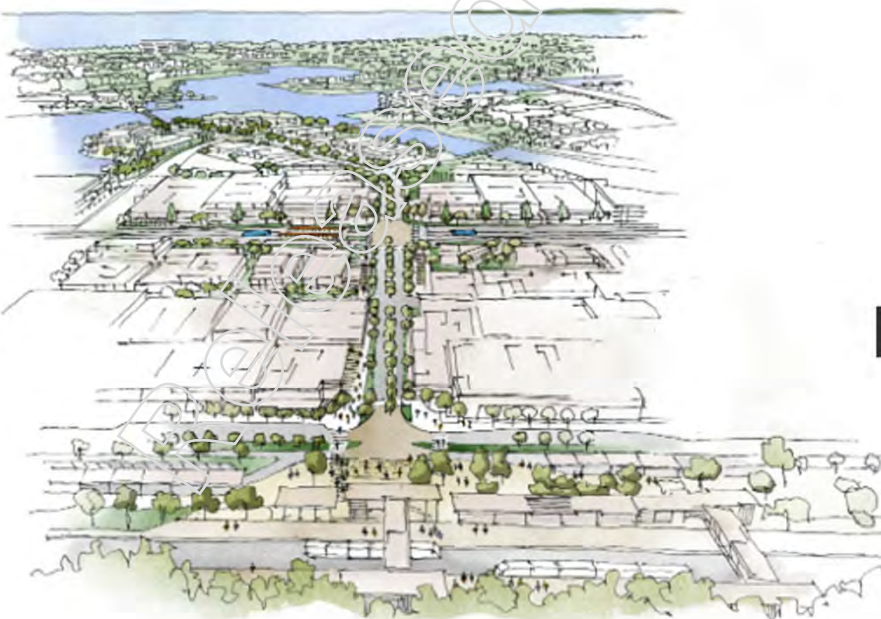
Standard stations provide for low to medium patronage located near residential areas or near community facilities.

They are mainly accessed by pedestrians and bike riders.

They have a typical platform length of 30m.

Artist's impressions

All artist's illustrations shown are indicative only and subject to change.



Getting to and from interchanges and stations

In addition to connections with the Direct Sunshine Coast Rail Line, the Sunshine Coast Public Transport project includes upgrades to the bus network to ensure communities along the route have efficient connections to stations.

The project will also provide active transport facilities around stations and along the corridor to connect key communities and centres.

A major interchange station at Birtinya, showing connections between Direct Sunshine Coast Rail and the Sunshine Coast Public Transport projects

TMR aims for stations to balance the function of public transport with placemaking elements that complement the Sunshine Coast character and lifestyle that everyone knows and enjoys.

Stations will include design elements that showcase local identity through art, history, storytelling, landscaping and streetscaping, while also providing consistent and familiar features that support accessibility and wayfinding.

To achieve this, TMR has identified five distinctive character areas along the corridor, which are inspired by their settings and surroundings.

These character areas will help inform the future look and feel, and design elements of the stations that fall within.

The character areas include:



Coastal

Coastal stations are located in close proximity to beaches and tourism accommodation.

The Coastal character is inspired by headland rock forms, ocean outlooks and warmth.

Natural materials and tones will be considered, to create relaxed, green and shady spaces.



Town Centre

Town Centre stations are located within urban renewal and employment zones.

The Town Centre character takes inspiration from new, sustainable city centre precincts.

Neutral colours, leafy plants and First Nations storytelling elements will help create shady outdoor meeting places that cater for day and night time use.



Neighbourhood

Neighbourhood stations are located in close proximity to residential areas.

The Neighbourhood character is inspired by the local communities in which the stations fall, and local businesses.

Active streetscapes, street furniture and public art by local artists will enhance the low key and relaxed lifestyle of stations within these areas.



Gateway

Gateway stations are located in areas that fall between major Town Centre areas.

The Gateway character is inspired by nature, providing an inter-urban break between key destinations.

Lush planting, shady pocket parks, integrated shelters and street furniture, and public art will complement the surroundings of the areas in which they fall.



Event

Event stations are located in areas that host major community, cultural and sporting event.

The Event character area is inspired the headline events in which the region hosts now and in future.

Architectural arbours, wayfinding totems and bright, oversized street furniture will be featured to create vibrant, exciting spaces.

Safety

In accordance with Crime Prevention Through Environmental Design (CPTED) principles, stations will include CCTV cameras, lighting and help points.



Ticketing and information

Customer information will be provided via display screens, timetables and hearing loops, with ticketing facilities also included.



Getting to and from interchanges and stations

In addition to connections with the Direct Sunshine Coast Rail Line, the Sunshine Coast Public Transport project includes upgrades to the bus network to ensure communities along the route have efficient connections to stations.

The project will also provide active transport facilities around stations and along the corridor to connect key communities and centres.

Vehicle options

Background

In 2021, Sunshine Coast Council endorsed its Mass Transit Options Analysis Report, which considered 5 options for an enhanced public transport connection, including:

- bus rapid transit
- light rail
- wireless light rail
- trackless tram
- quality bus corridor.

The project was then handed to TMR to lead a Detailed Business Case (DBC) for the project. A key component of the DBC has involved undertaking a detailed assessment of each of the above options, so options could be narrowed down and progressed for further consideration.

Narrowing down options

TMR undertook an analysis of all of SCC's options and assessed each against a set of criteria, to assist in comparing various components for each.

The criteria considered factors including:

- transport outcomes
- operations integration
- employment and economic development
- public amenity and social impact
- climate change and sustainability.

This process was undertaken in line with Infrastructure Australia guidelines.

The key to a future solution

In order to provide a public transport solution that accommodates the needs and growing population of the Sunshine Coast, a dedicated 'right-of-way' needs to be provided and protected.



What is a right-of-way and why is it needed?

A right-of-way provides an exclusive separated route from the other road traffic, for the sole use of public transport.

A right-of-way delivers on TMR's vision for a future public transport. It ensures **reliability** through services being able to turn up regardless of traffic conditions or congestion, leading to improved **frequency**, resulting in greater **punctuality**.

Options under investigation

As a result of the process described above, Bus Rapid Transit and Light Rail have been progressed for further investigation.



Vehicle options

Learn more about the vehicle options we've narrowed down from SCC's five (5) options.

Tell us your thoughts

There are many ways you can provide feedback on the project.

[Click to have your say >](#)

Case studies

We want to create the best public transport system for the Sunshine Coast.

That's why we're taking learnings and insights from real-life public transport projects being delivered across Queensland, Australia and around the world.

Learn more about our reference projects below.



Brisbane Metro

Brisbane Metro is a planned high-frequency bus rapid transit system that will service Brisbane.

[Explore the project >](#)



Parramatta Light Rail

The Parramatta Light Rail is a 12-km light rail line currently under

Options under investigation

As a result of the process described above, Bus Rapid Transit and Light Rail have been progressed for further investigation.



Bus Rapid Transit

Bus rapid transit vehicles run on rubber wheels on the road surface within dedicated lanes.

Bus rapid transit vehicle technologies are continually evolving with several variations of this vehicle type emerging. This includes vehicles like trackless trams, which operate on rubber wheels and follow line marking on the road surface. Technologies like this are rapidly developing and changing. TMR will monitor outcomes to determine if other variations present a suitable outcome.



Light Rail

Light rail vehicles operate on a fixed track and are typically driven electrically, with power potentially drawn from an overhead electric line.

Wireless light rail vehicle options are being explored, however, the extent to which overhead wires may be required on the corridor will be determined in part by the power requirements for the vehicle between charging locations.

Both Bus Rapid Transit and Light Rail share several similarities and the same goal of transporting a large number of passengers to key destinations, in a reliable, frequent, sustainable and accessible way that accommodates the region's growing needs well into the future.

Key to these benefits, is the provision of a dedicated right of way.

Acknowledging key differences

While many of the technical specifications between the Bus Rapid Transit and Light Rail Transit options are comparable, their differences are few.



Tyres vs tracks

Bus rapid transit vehicles operate using rubber tyres, while light rail vehicles operate using steel wheels on fixed tracks.



Overhead wires

Light rail vehicles often require overhead wires (also called catenary) to facilitate power to the vehicle. TMR acknowledges the community's preference to minimise or eliminate the need for overhead wires and is exploring wireless light rail options as part of the project.

It must be noted that bus rapid transit vehicles may require some flash charging devices at major interchanges.



Parramatta Light Rail

The Parramatta Light Rail is a 12-kilometre light rail line currently under construction in Sydney.

[Explore the project](#)



City of Stirling Trackless Tram

The City of Stirling is currently undertaking a business case to implement trackless trams (a variation of a bus rapid transit vehicle) in Western Australia between Glendalough Train Station and Scarborough Beach.

[Explore the project >](#)

Fast facts

Based on reference vehicles.

The length of both bus rapid transit and light rail are sufficient to meet the future transport needs of the study area.

Light rail has greater passenger carrying capacity than bus rapid transit.

Bus rapid transit can traverse ground with steeper grades than light rail, however, both vehicles can traverse the grades along the route.

Vehicle weights are relevant for designing pavements, acceleration and deceleration distances, and influences the energy required to



Want to compare the technical specifications?

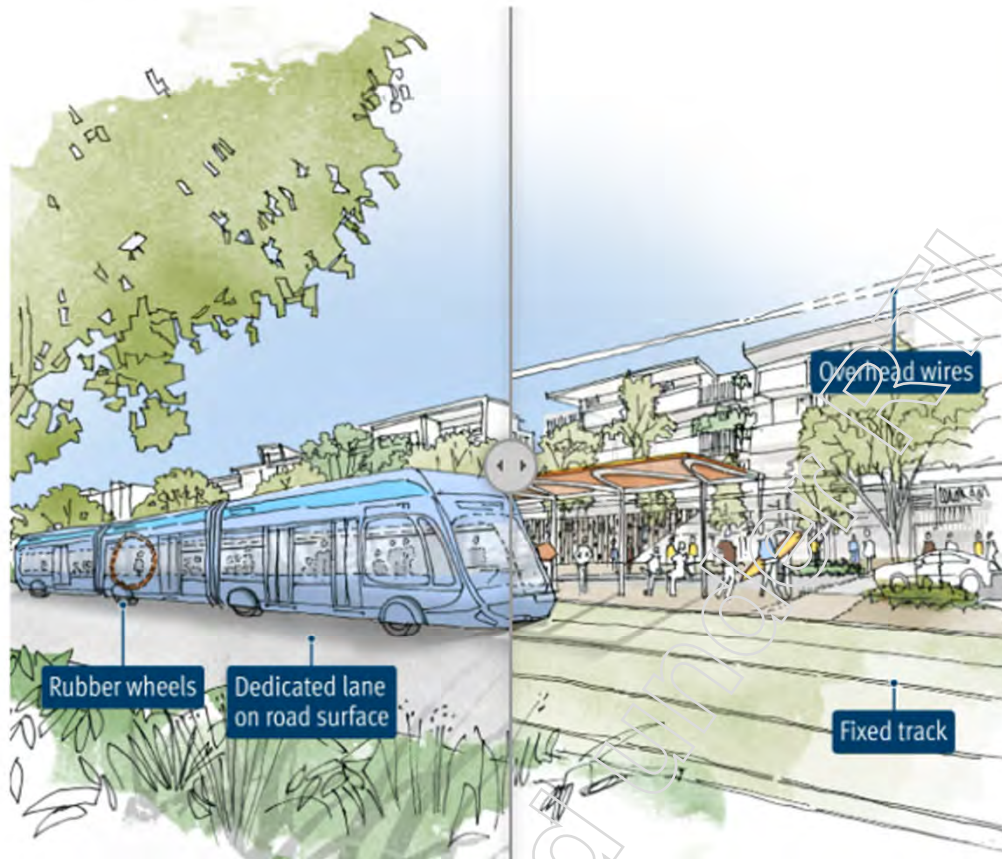
We have compared technical specifications for two reference vehicles for the business case analysis, including:

- Hess lighTram25 (used for Brisbane Metro) for bus rapid transit
- Flexity 2 Tram (used in Blackpool, United Kingdom) for light rail.

[Click here to download a factsheet.](#)

Vehicle comparisons

Use the slider below to see some the visual similarities and differences between bus rapid transit and light rail.



Next steps to identifying a preferred option

Further detailed assessments for each option are continuing to be undertaken, in order to help identify a preferred mode. Community feedback, obtained previously and through this consultation, will be considered as part of this process.

light rail.

Due to station design and operational requirements, the width of both vehicles are not expected to result in significant differences in corridor width.

While light rail has a greater maximum speed, it wouldn't necessarily travel faster along the alignment.

Factors including surrounding traffic speeds, spacing of stops, and locations of intersections and crossings can impact the speed both vehicles can travel at.

Bus rapid transit has more doors than a typical bus, enhancing accessibility, allowing multiple entry/exit points and reducing loading times.

Frequently asked questions

Get answers to common queries about vehicle options.

- ? Why hasn't trackless tram been further considered as an option?
- ? Why hasn't quality bus corridor been further considered as an option?
- ? What will the shortlisted options cost?
- ? When will the preferred option be decided?

Opportunities to get involved

[Click to learn more](#)

Sunshine Coast Public Transport

[Home](#)

Community engagement

Community feedback plays an important part in all projects delivered by TMR. TMR also acknowledges the previous community engagement undertaken by SCC and is considering the community feedback received from this.

In xx month 2023, we commenced the next round of consultation for the project. This follows initial consultation undertaken by TMR in mid 2023.

There are many ways you can provide feedback. Find out more below.



Attend a pop up information session

Come along and speak directly with the project team.



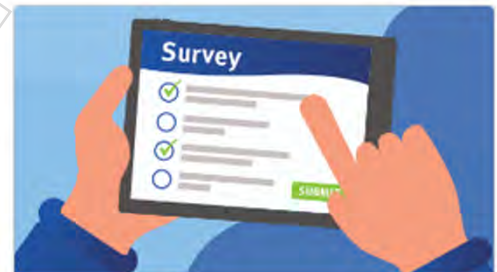
Complete a quick poll

Have your say on proposed interchanges and stations, tell us your thoughts on the vehicle options we're considering and provide feedback on how we can better boost east-west bus connectivity.



Share your thoughts

Post your comments to our visioner board and read those from others in the community.



What did you say?

Learn more about key feedback themes from TMR's consultation in mid-2023.

Opportunities to get involved

[Click to learn more](#)

Complete a quick poll

Have your say on proposed interchanges and stations, tell us your thoughts on the vehicle options we're considering and provide feedback on how we can better boost east-west bus connectivity.

Sunshine Coast Public Transport

Home

We acknowledge, have captured and are considering the feedback already provided through previous community engagement undertaken by the Department of Transport and Main Roads and Sunshine Coast Council.

Quick poll

We are currently seeking feedback on various elements of the project. Click below to learn more, then complete the survey below.



Proposed station locations

Find out about the proposed location of interchanges and stations and view artist impressions.

[Click to learn more >](#)



Vehicle options

Learn more about the vehicle options we've narrowed down from SCC's five (5) options.

[Click to learn more >](#)



Better, more frequent bus services

Learn about how we're planning to introduce new routes and increase services to improve east-west connections between stations, key destinations and surrounding areas.

[Click to learn more >](#)

Other ways you can have your say



Attend a pop up information session

This is your chance to come along and speak directly with the project team.



Share your thoughts

Board and read those from others in the community.

Select what items you'd like to share your thoughts on to build your survey

- ☐ Proposed station locations and character areas
- ☐ Vehicle options
- ☐ Better, more frequent bus services
- ☐ Something else

[Submit](#)

Opportunities to get involved

[Click to learn more](#)



Share your thoughts

Post your comments to our visioner board and read those from others in the community.

Sunshine Coast Public Transport

[Home](#)

Share your thoughts

Post your comments to our visioner board and read those from others in the community.



Tell us your idea

You have **140** characters left



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[Moderation Policy](#)

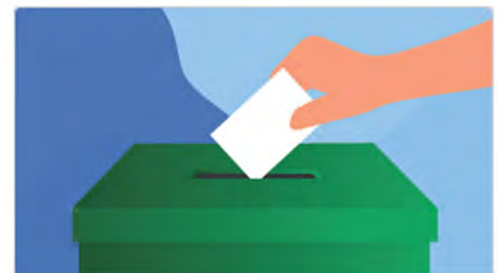
Submit

Other ways you can have your say



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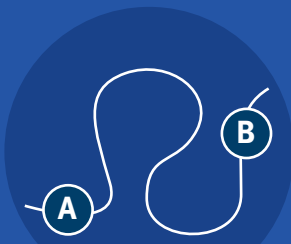


Complete a quick poll

Fast facts



Stations are located in close proximity to key activity centres and attractors.



Stations are spaced, on average, approximately 800 metres apart along the length of the route.



Stations are located close to crossings to ensure ease of access for all users.



How has community feedback been used to plan proposed stations?

Community feedback captured via TMR’s interactive map as part of consultation carried out in mid-2023 has been carefully considered. Feedback highlighted support for conveniently located stations, accessibility, active transport connections and careful integration within the community.



Station access and features

Getting to and from stations

In addition to connections with the Direct Sunshine Coast Rail Line, the Sunshine Coast Public Transport project includes upgrades to the bus network to ensure communities along the route have efficient connections to stations, key destinations and surrounding areas.

The project will also provide active transport facilities around stations and along the corridor to connect key communities and centres.

At station features



Accessibility

All stations will be accessible to everyone in the community.



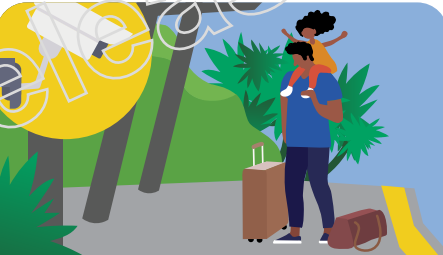
Active transport

To support active transport options, stations will feature facilities and infrastructure to accommodate bikes and other micro-mobility devices.



Passenger comfort

Seating, shelters and nearby water refill points will ensure comfortable journey experiences, with toilets provided at major interchange stations.



Safety

In accordance with Crime Prevention Through Environmental Design (CPTED) principles, stations will include CCTV cameras, lighting and help points.



Ticketing and information

Customer information will be provided via display screens, timetables and hearing loops, with ticketing facilities also included.

Contact us

1800 407 533
(8.30am to 4.30pm)

scpublictransport@tmr.qld.gov.au

Sunshine Coast Public Transport
Department of Transport and Main Roads
PO Box 1600
Maroochydore Q 4558



Sunshine Coast Public Transport

Proposed station locations

As part of the Sunshine Coast Public Transport detailed business case, 18 stations have been proposed within Stage 1 of the project area, between Maroochydore to Birtinya. Station locations for Stage 2, between Birtinya to Caloundra, will be determined as part of future planning.

How are stations planned?

Locations have been determined through careful consideration of:

- Proximity to key destinations and attractions
- Access by different users, including links with active transport routes
- Spacing between other stations and interchanges
- Average vehicle operating speeds
- End-to-end journey times
- Forecast growth
- Passenger demand and trip purpose
- Efficiency of the broader transport network.



Station types

Stations have been categorised into two different types:

Interchange stations

Standard stations

Interchange stations

Interchange stations provide for high patronage in mixed use areas with high pedestrian activity. Interchange stations can be major or minor and provide for connections with heavy rail (Direct Sunshine Coast Rail Line) and/or high frequency local bus services. They have a typical platform length of 50m.



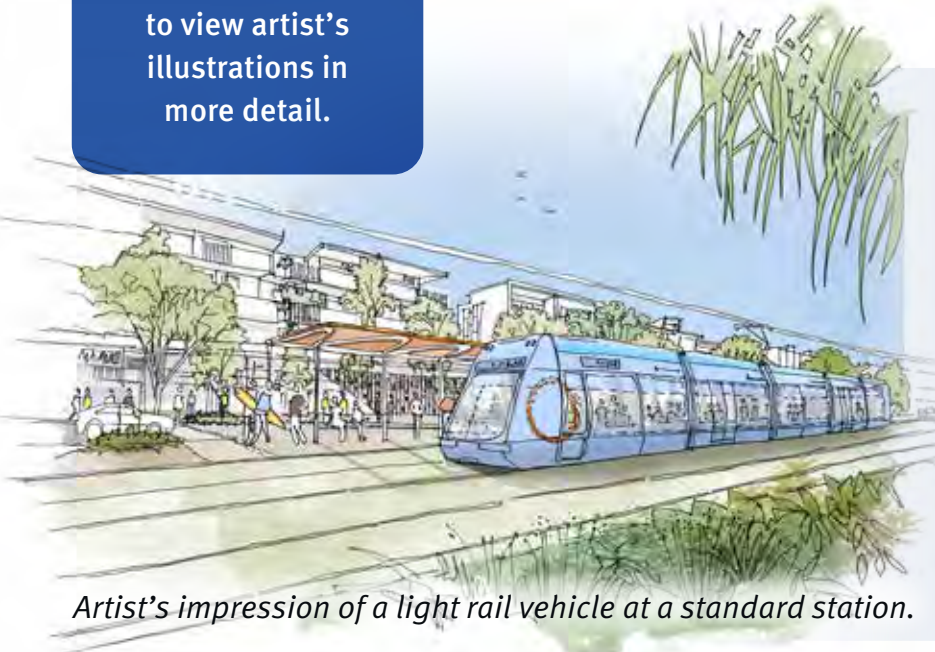
Scan this QR code to view artist's illustrations in more detail.



Artist's impression of a major interchange station at Birtinya, showing connections between the Direct Sunshine Coast Rail and the Sunshine Coast Public Transport projects.

Standard stations

Standard stations provide for low to medium patronage located near residential areas or community facilities. They are mainly accessed by pedestrians and bike riders. They have a typical platform length of 30m.



Artist's impression of a light rail vehicle at a standard station.

Station character

TMR aims for stations to balance the function of public transport with placemaking elements that complement the Sunshine Coast character and lifestyle that everyone knows and enjoys.

Stations will include design elements that showcase local identity through art, history, storytelling, landscaping and streetscaping, while also providing consistent and familiar features that support accessibility and wayfinding.

To achieve this, TMR has identified five distinctive character areas along the corridor, which are inspired by their settings and surroundings. These character areas will help inform the future look and feel, and design elements of the stations that fall within.

The character areas include:

Coastal

Coastal stations are located in close proximity to beaches and tourism accommodation. The Coastal character is inspired by headland rock forms, ocean outlooks and warmth.

Natural materials and tones will help create relaxed, green and shady spaces.

Town Centre

Town Centre stations are located within urban renewal and employment zones. The Town Centre character takes inspiration from new, sustainable city centre precincts.

Neutral colours, leafy plants and First Nations storytelling elements will help create shady outdoor meeting places that cater for day and night time use.

Neighbourhood

Neighbourhood stations are located in close proximity to residential areas. The Neighbourhood character is inspired by the local communities in which the stations fall, and local businesses.

Active streetscapes, street furniture and public art by local artists will enhance the low key and relaxed lifestyle of stations within these areas.

Gateway

Gateway stations are located in areas that fall between major Town Centre areas. The Gateway character is inspired by nature, providing an inter-urban break between key destinations.

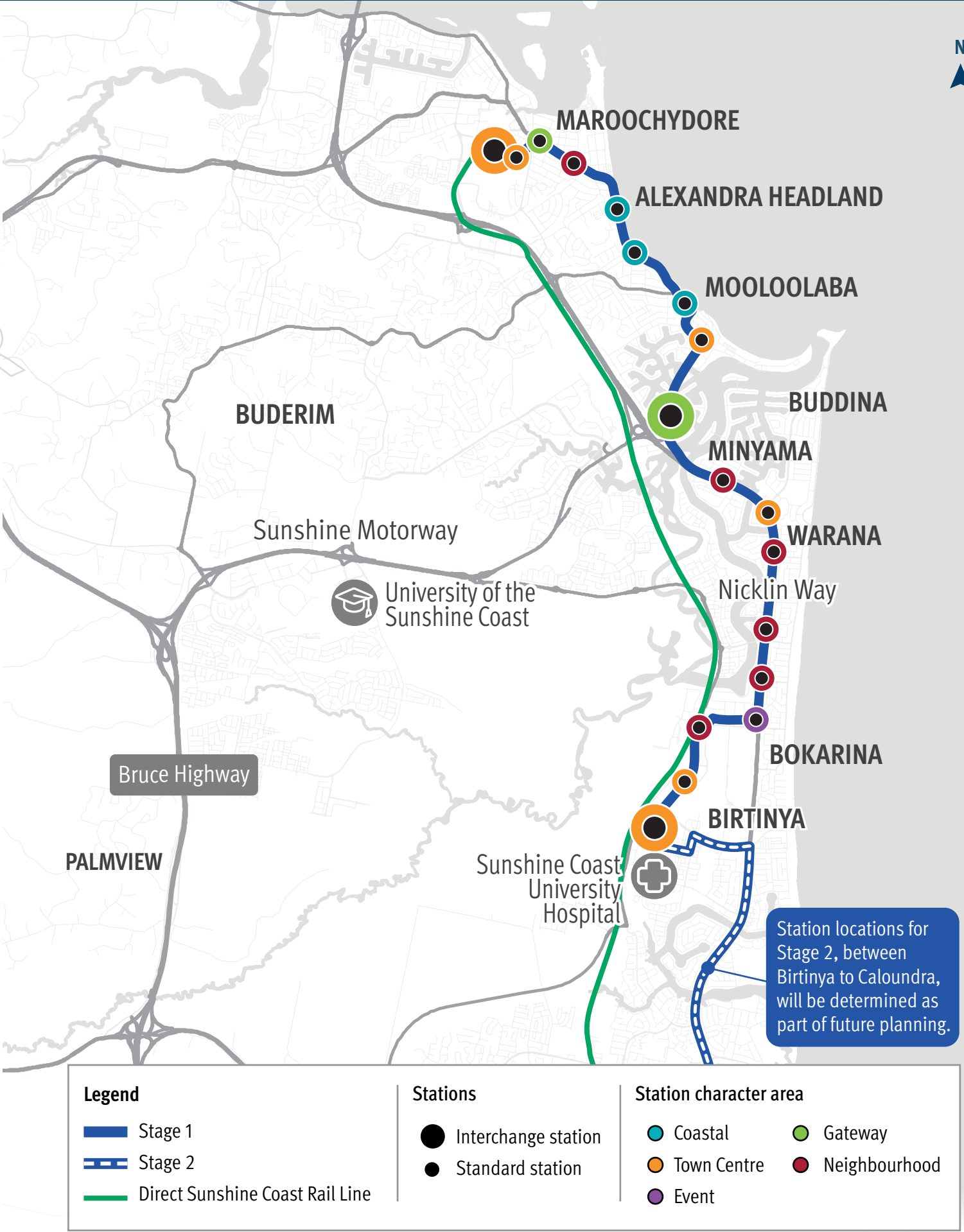
Lush planting, shady pocket parks, integrated shelters and street furniture, and public art will complement the surroundings of the areas.

Event

Event stations are located in areas that host major community, cultural and sporting events. The Event character area is inspired by the headline events which the region hosts now and in future.

Architectural arbours, wayfinding totems and bright, oversized street furniture will be featured to create vibrant, exciting spaces.

Station location map



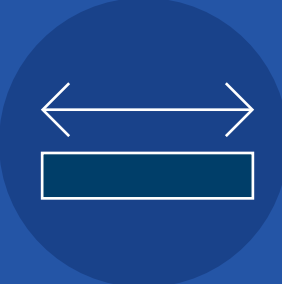
Reference vehicle fast facts



Light rail has greater passenger carrying capacity than bus rapid transit, but the capacity of both vehicles are sufficient to meet the future transport needs of the project area.



Bus rapid transit can traverse ground with steeper grades than light rail, as its rubber tyres achieve greater traction with the ground on some steeper slopes than light rail's steel wheels on steel rails. However, both vehicles can traverse the grades along the proposed route.



Light rail is slightly wider than bus rapid transit. Due to station design and operational requirements, the widths of both vehicles are not expected to result in significant differences in the corridor width.



Bus rapid transit has more doors than a typical bus, enhancing accessibility, allowing multiple passenger entry/exit points and reducing loading times.



Vehicle weights are relevant for designing pavements, acceleration and deceleration distances, and influence the energy required to move the vehicle (for example, number of batteries).



Factors including surrounding traffic speeds, spacing of stops, and locations of intersections and crossings can impact the speed both vehicles can travel at.



Case studies

TMR wants to create the best public transport system for the Sunshine Coast
That's why TMR is taking learnings and insights from real-life public transport projects being delivered across Queensland, Australia and around the world.



Brisbane Metro

Brisbane Metro is a planned high-frequency bus rapid transit system that will service Brisbane.



Parramatta Light Rail

The Parramatta Light Rail is a 12-kilometre light rail line currently under construction in Sydney.



City of Stirling Trackless Tram

The City of Stirling is currently undertaking a business case to implement trackless trams (a variation of a bus rapid transit vehicle) in Western Australia.

Next steps to identifying a preferred option

Further detailed assessments for each option are continuing to be undertaken, to help identify a preferred mode. Community feedback, obtained previously and through current consultation, will be considered as part of this process.

Contact us

1800 407 533 (8.30am to 4.30pm)
scpublictransport@tmr.qld.gov.au
Sunshine Coast Public Transport
Department of Transport and Main Roads
PO Box 1600
Maroochydore Q 4558



Sunshine Coast Public Transport
Vehicle options

Background

In 2021, Sunshine Coast Council (SCC) endorsed its Mass Transit Options Analysis Report, which considered five options for an enhanced public transport connection, including:

- bus rapid transit
- light rail
- wireless light rail
- trackless tram
- quality bus corridor.

The project was then handed to the Department of Transport and Main Roads (TMR) to lead a Detailed Business Case (DBC). A key component of the DBC involved undertaking a detailed assessment of each of the above options, so options could be narrowed down and progressed for further consideration.

Narrowing down the vehicle options

TMR undertook an analysis of all of SCC's options and assessed each against a set of criteria, to assist in comparing various components for each. The criteria considered factors including:

- transport outcomes
- operations integration
- employment and economic development
- public amenity and social impact
- climate change and sustainability.

This process was undertaken in line with Infrastructure Australia guidelines.





Artist’s impression of a bus rapid transit vehicle.

Bus rapid transit vehicles run on rubber wheels on the road surface within dedicated lanes.

Bus rapid transit vehicle technologies are continually evolving with several variations of this vehicle type emerging. This includes vehicles like trackless trams, which operate on rubber wheels and follow lines on the road surface. Technologies like this are rapidly developing and changing. TMR will monitor the market to determine if other variations present a suitable outcome.



Artist’s impression of a light rail vehicle.

Light rail vehicles operate on a fixed track and are typically driven electrically, with power potentially drawn from an overhead electric line.

Wireless light rail vehicle options are being explored, however, the extent to which overhead wires may be required on the corridor will be determined in part by the power requirements for the vehicle between charging locations.

The key to a future solution

In order to provide a public transport solution that accommodates the needs and growing population of the Sunshine Coast, a dedicated ‘right-of-way’ needs to be provided and protected.

What is a right-of-way and why is it needed?

A right-of-way provides an exclusive separated route from the other road traffic, for the sole use of public transport. A right-of-way delivers on TMR’s vision for a future public transport system as it ensures reliability through services being able to turn up regardless of traffic conditions or congestion, leading to improved frequency and greater punctuality.

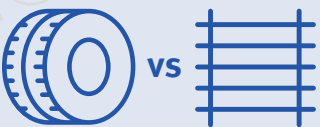
Both bus rapid transit and light rail share several similarities and the same goal of transporting a large number of passengers to key destinations, in a reliable, frequent, sustainable and accessible way that accommodates the region’s growing needs well into the future.

Key to these benefits is the provision of a dedicated right-of-way.

Acknowledging key differences

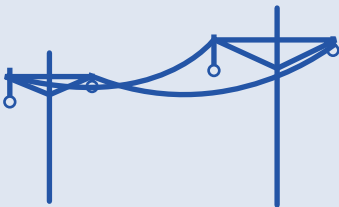
While many of the technical specifications between the bus rapid transit and light rail transit options are comparable, their differences are few.

Key differences



Tyres vs tracks

Bus rapid transit vehicles operate using rubber tyres, while light rail vehicles operate using steel wheels on fixed tracks.



Overhead wires

Light rail vehicles often require overhead wires (also called catenary) and other electrical infrastructure to help facilitate power to the vehicle.

TMR acknowledges the community’s preference to minimise or eliminate the need for overhead wires and is exploring wireless light rail options as part of the project.

Bus rapid transit vehicles may require some flash charging devices at major interchange stations.

Reference vehicle technical specifications

The technical specifications for bus rapid transit and light rail are shown below. These specifications are based on reference vehicles used for the business case analysis.

- The reference vehicles include:
- Hess lighTram25 (used for Brisbane Metro) for bus rapid transit
 - Flexity 2 Tram (used in Blackpool, United Kingdom) for light rail.

These vehicles do not necessarily represent the vehicles that would ultimately be procured for the project. TMR will continue to monitor the market and new and emerging technologies.

Bus Rapid Transit



Maximum speed 90km/h

Capacity for 150 64 seated/86 standing

Facilities for mobility, visual and hearing-impaired users such as priority seating, low floor design and automated on-request ramp.

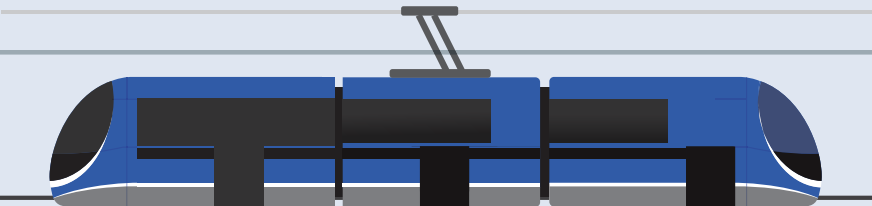
Weight 27 tonne empty 38 tonne fully loaded

Length 24.4 metres Width 2.55 metres

Maximum Gradient >10%

Three double-leaf doors

Light Rail



Maximum speed 70km/h

Capacity for 222 74 seated/148 standing

Facilities for mobility, visual and hearing-impaired users such as priority seating, low floor design and automated on-request ramp.

Weight 40.9 tonne empty 56.7 tonne fully loaded

Length 32.2 metres Width 2.65 metres

Maximum Gradient 6%

Two double-leaf doors /two single-leaf doors each side

Sunshine Coast public transport, business case

• [North Coast Region](#)

Location

Maroochydore to Birtinya, with possible extension to Caloundra

Timing

A detailed business case has started and is expected to be completed by mid-2025

Status

Planning

Sunshine Coast public transport, business case

The department is undertaking a detailed business case for an improved public transport system for the Sunshine Coast.

This work builds on the [Sunshine Coast Mass Transit Project](#) undertaken by the Sunshine Coast Council. The Council's Mass Transit Options Analysis (endorsed on 20 October 2021) compared 5 options for an enhanced public transport connection between Maroochydore and the Sunshine Coast University Hospital, with a possible extension to Caloundra.

These options included:

- bus rapid transit
- light rail
- wireless light rail
- trackless tram
- quality bus corridor.

The department is now reviewing and using the options analysis report, alongside the outcomes of previous and future community feedback, to refine the options and inform the detailed business case.

The project contributes to implementing the [Southern Sunshine Coast Public Transport Strategy](#) which sets out the department's vision for a future public transport system for the southern Sunshine Coast area. The project has been identified as a strategic connector to support the coastal corridor.

Benefits

- Improves network efficiency
- Increases traffic flow
- Reduces peak hour congestion
- Accessibility
- Reduces travel time
- Contributes to economy
- Better active transport

Key features

- Make the shift towards more sustainable travel choices.
- Better connect communities.
- Reduce time spent in travel.
- Reduce the high dependence on cars.

Funding

The project is jointly funded by the Australian Government, Queensland Government and Sunshine Coast Council. The Australian Government funding towards this detailed business case forms part of its \$22.45 million commitment to the SEQ Growth Business Case Development Program, a program of priority planning works to help inform future investment decisions. Investment ID 1236359

Total investment

\$ 15 million

Australian Government

\$5 million

Queensland Government

\$5 million

Local Government

\$5 million

Current status

[In November 2023, we released new information about proposed station locations and vehicle options being considered for the project.](#) We are currently welcoming [community](#) feedback to help inform [further](#) planning for the project. Have your say between [19 JulyXX](#) and [20 AugustXX](#) 2023.

Commented [EJ01]: Have your say button

Sustainability

The department is committed to the implementation of sustainability principles for the Sunshine Coast public transport project aligned to the TMR Strategic Plan 2019-2023 objectives to be accessible, safe, responsive, efficient and sustainable.

Have your say

[Have your say about this project.](#)

[Go to consultation](#)

Contact us

Email: SCPublicTransport@tmr.qld.gov.au

Phone: [\(07\) 5451 7055](tel:(07) 5451 7055)

Post: Department of Transport and Main Roads
PO Box 1600
Maroochydore QLD 4558

Download

- [_Memorandum of Understanding between Department of Transport and Main Roads & Sunshine Coast Council_\(PDF, 7.1 MB\)](#)
- [_Newsletter - July 2023_\(PDF, 1.2 MB\)](#)
- [Central West](#)
- [Darling Downs](#)
- [Far North Queensland](#)
- [Fitzroy](#)
- [Mackay/Whitsunday](#)
- [Metropolitan](#)
- [North Coast](#)
- [North West Queensland](#)
- [Northern Queensland](#)
- [South Coast](#)
- [South West](#)
- [Wide Bay/Burnett](#)

Last updated: 18 July 2023

Related projects

Direct Sunshine Coast Rail Line, planning

Planning for a new direct Sunshine Coast heavy rail connection between Beerwah and Maroochydore is underway, with \$14 million in the 2023-24 State budget for a detailed business case.

- [North Coast District](#)
- [Planning](#)

Department of Transport and Main Roads
Decision Brief
COM1241

Attachment 4 – Northern Sunshine Coast Public Transport Strategy

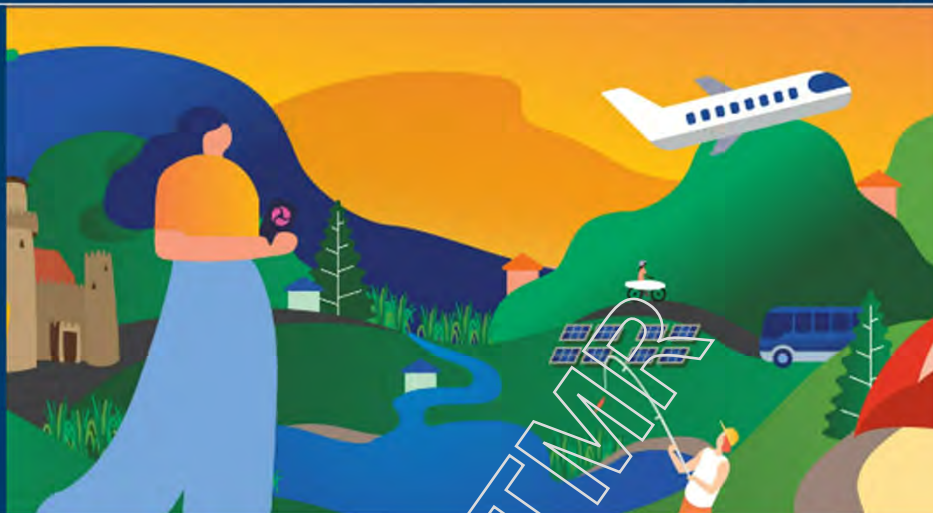
4.1 – Social Pinpoint page

4.2 – Draft Strategy front page

Released under RTI - DTMR

Northern Sunshine Coast Public Transport Strategy

Have your say



Home

TMR is working towards a better public transport system for the Sunshine Coast

The Sunshine Coast's transport task is growing. In response, TMR is developing and implementing solutions to ensure we continue to move people and goods safely and efficiently into the future.

Public transport is a key part of the solution for the Sunshine Coast. Development of the right solutions in the right areas will facilitate access to employment, education, social services and recreational opportunities for everyone. It will drive economic growth by supporting productive and successful businesses and will ensure that the Sunshine Coast remains an attractive place to live, work and visit.

What TMR is doing

TMR is beginning work on the Northern Sunshine Coast Public Transport Strategy in partnership with Sunshine Coast and Noosa Shire Councils. The Strategy will set out the department's vision for a future public transport system for the northern Sunshine Coast area that all levels of government can work towards.

Have your say

Everyone is invited to provide input to the strategy's development by telling us about the area's challenges and opportunities, as well as your ideas and priorities. Your input will help shape the strategy's development.



Interactive map

Click to view study area. You can add a pin to an interactive map and share location-specific issues and insights, or ideas you would like considered as part of this strategy.



Further feedback?

Click to provide feedback and help us understand what is important to you, to help shape planning.

Register for updates

Submit

Timeline



Mid 2023

Funding secured to undertake strategy



Late 2023

Consultation undertaken to inform strategy



Early 2024

Consultants engaged



Early 2025

Draft strategy released for feedback



Late 2025

Final strategy released

[See less](#)

Related projects

TMR is planning for both road and public transport projects to get the Sunshine Coast's growing number of residents and visitors where they need to be. Nearby projects will be considered during the development of this strategy.



Southern Sunshine Coast Public Transport Strategy



Direct Sunshine Coast Rail Line



Sunshine Coast Public Transport



Beerburrum to Nambour Rail Upgrade



Beerburrum to Sunshine Coast Rail

Northern Sunshine Coast Public Transport Strategy : Interactive Map

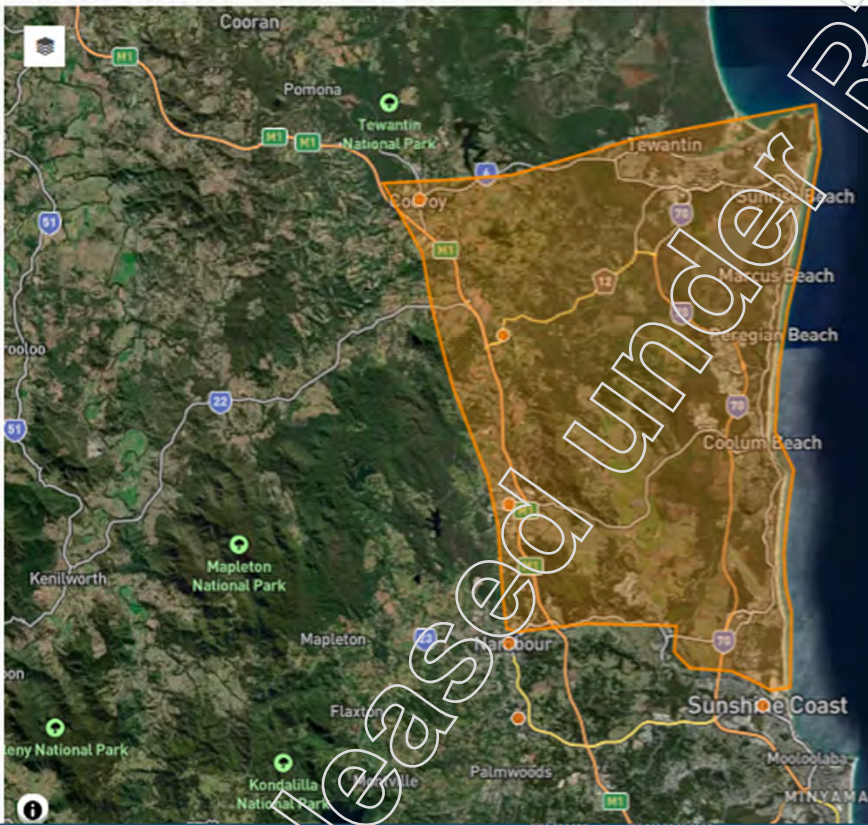
Home

A study area has been identified for the Northern Sunshine Coast Public Transport Strategy below. Please add a marker and comment for any feedback you would like to be considered as part of the strategy.

Open

0 contributions so far

Enter an address



Add Marker

Northern Sunshine Coast Public Transport Strategy : Further feedback

Further feedback can be provided by completing the freeform text box

[Home](#)

Open

Further feedback?

Have additional information to provide? Please provide information below for the project team to consider to help shape the strategy.

Please provide your feedback below

Name

Postcode Required

Submit

Northern Sunshine Coast Public Transport Strategy



Sunshine Coast Major Projects Consultation and engagement insights summary

October 2023



Direct Sunshine
Coast Rail Line



Sunshine Coast
Public Transport



Kawana
Motorway



Mooloolah River
Interchange Upgrade



Queensland
Government

About TMR's major project engagement

The Department of Transport and Main Roads (TMR) undertook an integrated engagement approach to four major projects on the Sunshine Coast.

This engagement provided the community the opportunity to find out more and provide feedback on the Direct Sunshine Coast Rail Line, Sunshine Coast Public Transport, Kawana Motorway and Sunshine Motorway, Mooloolah River Interchange Upgrade.

Consultation was undertaken between Wednesday 19 July to Sunday 20 August 2023. This engagement included a digital engagement platform with an opportunity to provide feedback through surveys, interactive maps and idea walls as well as face-to-face engagement with community and stakeholders.

The local knowledge gathered, identified a range of community challenges and priorities to inform each of the projects.



Consultation and engagement summary



4.5 week
consultation
period



7 community
information
sessions

Engagement outcomes



Almost 61,000
views across
5 pages



More than
26,000 visitors



1660 contributions
from 1233
contributors



Almost 500 people
attended one of the
7 information
sessions



About TMR's major project engagement



Direct Sunshine Coast Rail Line

Feedback snapshot

544
responses
to survey

132
responses
to stations
survey

64
responses
to active
transport
survey

158
comments
on the
visioner tool

"Gosh build it already. This is way overdue. Having railway access through the Coast and on to Brisbane to avoid the highway would be amazing."

"Would also provide a great intra-region transport option within the Sunshine Coast...get some cars off the (now cluttered) local roads."

"I would like to use the trainline for appointments, recreation, work and study. I am very excited and may be able to be a one car household."

"Shortens travel time between Sunshine Coast and Brisbane for work and for recreational purposes. Less traffic and better for the environment."

"Commute to the UniSC Moreton Bay campus as well as Brisbane."

"Bike ride from my house to Birtinya Station, then rail to Maroochydore for work. Also, bike to Birtinya, rail to Brisbane to visit family."

Key feedback themes:



Construction
start date



Active
transport



Corridor
alignment



Improved travel
times and less
congestion



Environmental
impacts



Design
suggestions



Visual/amenity
impacts



Property
impacts



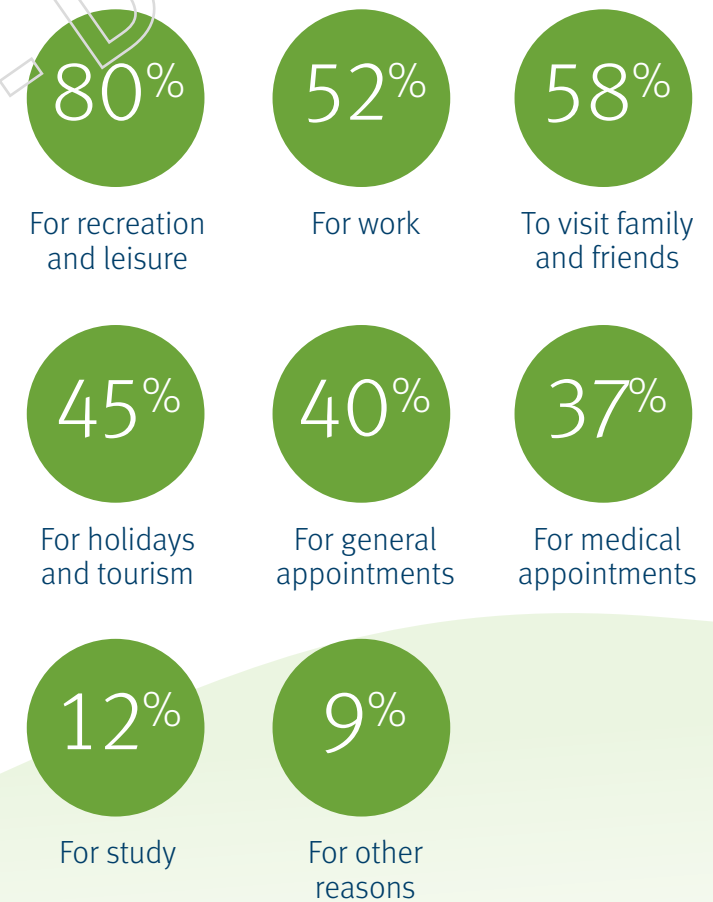
Integration
with Sunshine
Coast Public
Transport

Direct Sunshine Coast Rail Line

88 per cent of respondents said the rail line would encourage them to use public transport more frequently.

89.29 per cent would read or listen to music while on the train, 38.59 per cent would work and 9.7 per cent would study, with the remaining respondents selecting 'other' activities such as 'quiet contemplative time', 'catching up on social media', 'watching the beautiful Sunshine Coast landscape go by', 'knitting', 'relaxing' and 'railfanning'.

Reasons for travelling on the rail line were:



Sunshine Coast Public Transport

Feedback snapshot

344
responses
to survey

88
comments
on the
visioner tool

185
pins on
interactive
map

"Public transport is extremely limited with 1 bus/hr. I'm blind and spend thousands a year on Ubers. A train and light rail is necessary."

"I use public transport if I can't ride my bike, however it makes trips about 3-4 times longer than a car. I hope new services will be faster."

"I think using electric buses is the best option as it provides environmentally friendly, cheaper to construct bus lanes and flexible routes."

"Rapid public transport (light rail or bus) and heavy rail must be prioritised over wasteful and congestion creating highway projects."

"Light rail would be great safe alternative for the kids to get around instead of having to drive them everywhere."

"Whatever the mass transit solution, it needs to be implemented ASAP and link with the heavy rail line. We need to think of future generations."

"Connecting Maroochydore (CBD) with Mooloolaba beach (holiday/lifestyle/destination) is a great idea."

"I drive weekly to Kawana, Mooloolaba and Maroochy due to the lack of options. Traffic can be bad. We need simple, effective transport solutions."

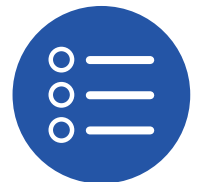
Key feedback themes:



Reliability



Frequency



Option/mode preference



Accessibility



Affordability



Active transport



Design suggestions



Integration with Direct Sunshine Coast Rail Line

Sunshine Coast Public Transport

Project elements of most interest to respondents included the preferred option/mode, closely followed by the corridor/route, and location of stops/stations.



Greater reliability

Was rated the top benefit of a better public transport system.



Active transport

Was ranked the most critical piece of infrastructure to support a future public transport system.

80%

Primarily travelled by private car through the area, with the most common reason being convenience or having no other viable option.

79%

Agreed or strongly agreed that many local trips were being made via major arterial roads.

79%

Agreed or strongly agreed that local residents rely heavily on their private vehicles due to limited other transport options.

88%

Agreed or strongly agreed that rapid urban expansion was an emerging issue for the Sunshine Coast.

73%

Agreed or strongly agreed that traffic congestion on the Sunshine Coast was a frequent and regular issue.

More dependable services and increased frequency would entice more people to use public transport.

Kawana Motorway

Feedback snapshot

88 responses to survey

Key feedback themes:



Environmental impacts



Public transport instead



Active transport



Traffic capacity



Design suggestions



Property impacts



Planning



Timing

"Get it done - I think it will improve the accessibility of the Sunshine Coast and improve the traffic flow and congestion."

"Believe this is a good start in helping that area improve the congestion that is ever increasing."

"I support the project, but the environmental impact on Leacey's Bushland Conservation Reserve needs to be considered and factored into the design."

"Encourage active and public transport instead."

"Looks like a good design, well done."
"This is a well-thought-out design and plan."

"Active Transport links should be inclusive and accessible: walk/bike/scoot/roll."

"Concept designs are good and very closely follow the original CAMCOS alignments. Corridor seems very narrow in places to accommodate a rail line."

"You need to add ramps to let traffic head south from northern interchange and at the interchange in line with Lake Kawana Blvd."

Kawana Motorway

Respondents were asked to provide comments on the concept design of Kawana Motorway.

31 per cent of respondents felt very strongly about public transport being a better alternative to Kawana Motorway. There were quite a few requests for heavy rail and clean energy buses. Most people who commented about rail are against light rail.

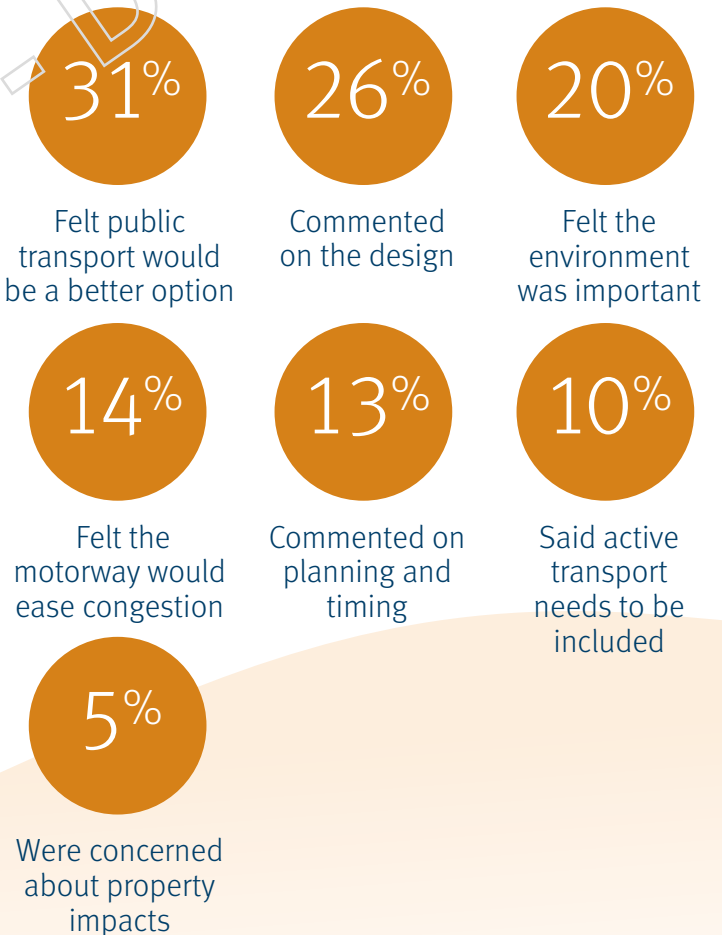
26 per cent of the respondents commented on the design of the motorway. Some people were happy with the proposed concept designs while others felt that a motorway would make the beautiful Sunshine Coast look like a concrete jungle.

The environment is important to 20 per cent of the respondents and many people are concerned about the impact that Kawana Motorway will have on the surrounding Kawana Forest Bushland Reserve. Feedback showed that respondents want the motorway but do not want to impact the surrounding bushland.



Artist's Impression only.

Summary of responses from the community:



Mooloolah River Interchange Upgrade

Feedback snapshot

7220

page views
via Social
Pinpoint

4967

page visits
via Social
Pinpoint

75

responses
via Social
Pinpoint

"Get it done - I think it is needed to make the interchange easier, but also benefitting from having the Kawana Way link as well."

"This is a good design but all stages need to be fully completed before the real benefits are gained and traffic congestion significantly reduced."

"An active transport connection from MRI to Kawana is an essential to fill the current missing link."

"As somebody who travels on this road daily and witnesses the near misses and congestion at almost all times of day, this project cannot be delayed."

"During and after construction please give flora and fauna a high priority."

"I'd like to understand road noise that will affect areas such as Brightwater, Mountain Creek."

Key feedback themes:



Improved safety
by removing
traffic weaving



Requests for
immediate
construction start



Improved active
transport links



Reduced congestion
/improved north-
south connectivity



Environmental
impacts



Integration
with other
projects



Visual/amenity
impacts



Noise
attenuation



Property
impacts

Mooloolah River Interchange Upgrade

More than 250 items of feedback were received via the Social Pinpoint online engagement platform, email, telephone, and the community information sessions during the Sunshine Coast Major Projects consultation period.

The majority of the community recognises the need for the MRI Upgrade project to improve connectivity and safety and remove traffic weaving.

Many recognise that the project has been around for several years and have called for construction to begin immediately.

General feedback themes included timeframes, staging, connectivity, active transport, environmental concerns and noise attenuation.

At the information sessions, community members were interested to learn about the project and feedback received was generally positive, with a focus on when construction would commence.

Some feedback was less supportive for reasons such as property impacts, noise and inconvenience that construction may cause.

There were also some enquiries about environmental matters such as visual amenity and concern for local flora and fauna.

In response to community commentary, additional noise assessments are being undertaken. The height and make of the noise barriers will be determined during the detailed design phase once noise assessments have been completed. If a property is identified as requiring additional noise mitigation treatments beyond those delivered within the road corridor, the project team will consult directly with affected property owners.

More than seven km of new active transport infrastructure has been included in the design layout for pedestrians, bike riders and other pathway users throughout the project area. Following community feedback, the new shared pedestrian and bike rider facilities will be refined further during detailed design to provide safer, faster, and more direct connectivity.

Extensive environmental field investigations and studies started in March 2022 and are ongoing. As the design progresses, environmental measures will be considered and included where appropriate.



Artist's Impression only.

Released under RTI - DTMR