Welcome

AITPM Queensland Branch
Sunshine Coast Seminar
May 2008

Wednesday 21 May 2008, 1.00pm – 5.00pm
Sebel Maroochydore
Australian Institute of Traffic Planning and Management
www.aitpm.com

Briefing on Committed and On-going projects in the Sunshine Coast Region

AITPM Queensland Branch
Sunshine Coast Seminar
May 2008

Wednesday 21 May 2008, 1.00pm – 5.00pm
Sebel Maroochydore
Seminar Speakers…

Doug Welshe
Team Leader
Long Term Infrastructure Planning
Sunshine Coast Regional Council
Seminar Speakers…

Geoff Dawson
Manager – Network Planning & Performance
DMR (Sunshine Coast Region)
Seminar Speakers…

Bruce James
Director Strategy Implementation
Queensland Transport
Graeme Krisanski
Team Leader
Translink
Queensland Transport
Seminar Wrap up…

Deva Naiker
(Logan City Council)
President
AITPM (Qld) Branch
We thank our
Sunshine Coast Seminar 2008
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Abstracts have been reviewed
Registration Forms out soon

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AITPM National Conference
Perth:
3 September to 5 September 2008
May 2008

May 21 Sunshine Coast seminar and Dinner
Briefing on Committed and On-going Projects in the Sunshine Coast District

– July 08 Traffic Engineering Workshop for TE and Planners
– Brisbane Tech Seminar – 1st Wednesday of the Month
– Gold Coast Tech Seminar – 3rd Wednesday every other month
– November Seminar at Greek Club on Urban Congestion
– October North Lakes Golf Day

www.aitpm.com
Sunshine Coast - Introduction

The Sunshine Coast Regional Council has:
- An area of 3,127 km²
- Over 200 kilometres of coastline,
- Over 4,000 km of roads,
- Nearly 800 kilometres of bikeways and
- Over 13,000 hectares of parks and bushland.

The broad coastal plains and foothills have been a focus for agriculture and urban development. These coastal areas merge westward into a backdrop of ranges, peaks and valleys occupied by a patchwork of forests, rural lands and small townships.

Resident Population

- In 1996, it was around 200,000 persons
- Currently 300,000 persons
- By 2026 it is projected to be over 470,000 persons.

The average annual growth rate:
- In 1996-2006 was 3.4%
- Compared to 2.3% for SEQ and
- 2.1% for Queensland.

The average annual growth rate for 2006-2026 is predicted to be around 2.4%.

The Sunshine Coast Community is gradually aging. The median age is expected to increase from currently the early 40's to around age 50 by 2026.

Visitor Population

The Sunshine Coast Region receives:
- Over 2.5 million domestic visitors per annum
- And 270,000 international visitors per annum.

There will be an estimated 938,000 passenger movements at the Sunshine Coast Airport for the year ending June 2008.

This is projected to increase to 1,037,000 in 2009.

Transport Planning for the Sunshine Coast

Context

- Introduction
- Strategic Planning
- Centres Planning
- Where to from here?
The SEQ Regional Plan 2005 – 2026, has identified the Urban Footprint and Rural Living Areas for the Sunshine Coast.

In general, green field sites are in the southern area of the former Maroochy Shire, and in the former Caloundra City.

Sunshine Coast - Strategic Planning

Pattern of Development
The SEQ Regional Plan 2005 – 2026, has identified the Urban Footprint and Rural Living Areas for the Sunshine Coast.

In general, green field sites are in the southern area of the former Maroochy Shire, and in the former Caloundra City.

Sunshine Coast - Strategic Planning

Principal Activity Centre
Under the SEQ Regional Plan 2005 – 2026, Maroochydore has been designated as the Principal Activity Centre for the Sunshine Coast.

Sunshine Coast - Strategic Planning

Major Activity Centres
Major Activity Centres have been identified in the following centres.
- Noosa
- Nambour
- Sippy Downs
- Kawana
- Caloundra
- Beerwah

Sunshine Coast - Strategic Planning

Local Coastal and near Coastal Centres
In addition there are several important Coastal and near Coastal Centres:
- Tewantin
- Coolum
- Mooloolaba
- Buderim

Sunshine Coast - Strategic Planning

Railway Towns
And a series of “Railway Towns” along the North Coast Railway.

Cooroy
Pomona
Coochin
Sunshine
Kambara (serves as a Major Activity Centre)
Woongjin
Peregian Beach
Baildon
Musgrave
Leslieborough
Beerwah
Glass House Mountains
Bennianna

Sunshine Coast - Strategic Planning

Hinterland Communities
As well as the “Hinterland Towns” along the Blackall Ranges, Mapleton, Montville, & Maleny

and Kenilworth in the Mary Valley.
Transport Modelling
Sunshine Coast Travel Forecasting Model – SCTFM
- whole of the Sunshine Coast road network
- EMME/2 (licences SCRC (2), & DMR )
- calibrated in 2000
- based on 1992 HTS, including Mode Split Factors.
- 1996 National Census
- average weekday model – not modelling peak holiday periods
- version 2 developed in 2006, validated (not recalibrated) to 2005 traffic counts and demographics updated to address planning for the centres (Kawana and Maroochydore), and State Projects (MMTC and Coast Connect).

Predictive milestone extended to 2026.
Currently, there are 924 Traffic Analysis Zones, including 9 externals.

Sunshine Coast - Strategic Planning

SunTran Report –
Sub-Regional Integrated Transport Strategy for the Sunshine Coast
Key recommendations
- Provision of CAMCOS to Maroochydore by 2015 with dual track
- Bringing forward the MMTC crossing of the Mooloolah River
- The development of a Sunshine Coast Public Transport Strategy
- The development of a Sunshine Coast Travel Demand Management Strategy
- Development of a Sunshine Coast Pedestrian and Cycle Strategy and Plan
- Updating and ongoing maintenance of SCTFM

Centres Planning
Noosa Coastal Traffic
Key recommendations:
- Maintain controls on population capacity and development.
- Completion of Sheri Creek Road to Hill Street by 2005/06 and Walker Hay Drive by 2004/05.
- The provision of a major loop bus service in addition to school and commuter bus services.
- The major loop bus service would be implemented progressively, with each increment operating free of charge.
- The preferred location of a transit centre is the Shire Business Centre site.
- Alternate travel modes need to become an integral part of the Noosa holiday experience.
- Better use needs to be made of public and private parking facilities via an integrated approach to traffic and parking management.
Working with the community, the study team has developed an overall vision for Coolum’s Integrated Landuse and Transport Plan. Previous reports had identified the need to extend South Coolum Rd to Suncoast Beach Drive, and south facing ramps to the Sunshine Motorway at the existing overpass to West Coolum.

Getting to Coolum
- “Bridging Road”
- Allowance for school expansion.
- Direct Motorway connection
- Direct low speed connection between School Rd & Cinnamon Ave past School, with safe pedestrian movement & reconfigured pick-up/set-down areas
- Traffic signals at Yandina-Coolum Rd/School Rd
- Future connection Barnes Lane to School Road

Getting around Coolum
- Walk / Cycle
- Connections to beach, village centre & schools.
- Green space links.
- Banksts Ave / Jack Morgan Park / Tickle Park pedestrian spine route.
- Stumers Creek recreational trail.
- Improved road crossing opportunities.
- Centenary Heights Road / Toolga Street / Tanah Street
- Roundabouts for Yandina – Coolum Road at Central Avenue & Centenary Heights Road

TransLink partnership:
- Bus frequency to Nambour
- “Fill the Gaps” Program
- School bus program
- Shuttle bus/Park and Ride system not viable.

Key Sites
- Town Centre Core
- Horizon Park Golf Course
- Master Planned Community
- Mixed Housing
- Maroochydore - Maroochy Plan 2000
Maroochydore - Maroochy Plan 2000

- Evans St 4 laning
- Maroochy Boulevard 4 lanes + bus lanes
- Access to Sunshine Motorway and Wises Rd
- Maroochydore Rd 4 lanes + bus lanes
- Plaza Pde 4 laning
- Aerodrome Rd 4 lanes

Centres Planning for the Sunshine Coast

Maroochydore - Major Development Area declared by the State.

Key Development Sites
- redevelopment of “Big Top”
- further expansion of “Sunshine Plaza”
- relocation of proposed rail station
- development of “Wises Farm”
- redevelopment of Golf Course
- Convention Centre “Health Hub”
- expanded employment opportunities
- increased residential growth
- 2006 - 70,190 person trips into Maroochydore
- 2026 – 146,000 person trips into Maroochydore
- Bradman Avenue
- Maroochydore Station Corridor Study (MSCS - QT)
- Multi Modal Transport Corridor (MMTC - DMR)
- New link (Ocean Street pair)
- Bus lanes for Coast Connect
- Key Access Routes
- From Maroochy Boulevard / Wises Rd / Sunshine Motorway / Noosaville Way east
The Nambour Hub of the Hinterland Program aims to revitalise and reinvent Nambour making it the economic hub of the Sunshine Coast hinterland.

To ensure its delivery, Council has developed a framework to:
- plan for the town centre
- enhance the sense of place
- promote Nambour’s image
- enhance Nambour as an economic hub
- build capacity within the community.

Centres Planning for the Sunshine Coast

Nambour - Major Activity Centre, also a Major Development Area, triggered by the closure of the Sugar Mill.

Sippy Downs - Major Activity Centre

Mooloolaba - Integrated Land Use & Transport Study

Planning considered the redevelopment of five key sites:
- Yacht Club (leasehold)
- ”Wharf” / Underwater world (leasehold)
- Brisbane Road Carpark (Council)
- Mooloolaba Bowls Club
- end of Spit (State land)

Centres Planning for the Sunshine Coast

Kawana Town Centre

Stockland have submitted plans for the first stage of the Kawana Town Centre under the Development Agreement. Stockland and Council are currently carrying out Paramics modelling of the KTC area.

Site for the “Super” Hospital for the Sunshine Coast.

Bounded on the west by the MMTC.

Mirvac have submitted a DA for the Stage 1 extensions of Kawana Shopping World.

The Caloundra City Centre Structure Plan process is underway and includes development of a combined Saturn / VISSIM model for the Structure Plan area.

This area is also identified as a Transit Oriented Community in the LGMS as there will be a focus on public transport, walking and cycling.

Where to from here?

Council will review the Local Growth Management Strategy (LGMS) as a priority in this term.

Mayor Bob Atkinson has indicated he would like to see the growth rate fall from the current rate of 3.5% to just above the National Average (2%) over the next 15 years.

Transport Planning for the Sunshine Coast

Where to from here?

BLIGH FAST-TRACKS REGIONAL PLAN REVIEW

Premier Anna Bligh today announced the updated South East Queensland Regional Plan will be finalised and released in mid 2009—a year sooner than originally intended.

“Since the work was done for the 2005 plan South East Queensland has experienced a period of massive population and economic growth,” said the Premier.

“Original projections in 2005 estimated that the SEQ population would grow by 250,000 – 3.96 million – by 2026. Following the rapid growth experience since then, that growth is now estimated to be in the vicinity of 600,000 to 4.3 million. Traffic congestion, housing affordability and the effects of climate change have become increasingly important and will continue to do so for Australia’s fastest growing region.”

Press Release 5 May 2008
Transport Planning for the Sunshine Coast

Where to from here?

From the SunTrain Report, follow up on:

- The development of a Sunshine Coast Public Transport Strategy
- The development of a Sunshine Coast Travel Demand Management Strategy
- Development of a Sunshine Coast Pedestrian and Cycle Strategy and Plan
- Updating and ongoing maintenance of SCTFM (see next slide)

Develop future Transport Planning Process, including models

- Owned and led by SCRC with State as partners.
- Must be part of a process, not just a Transport Model.
- Suite of programs and procedures – strategic, simulation, analytical.
- All modes.
- Recalibrated every 5 years, validated to annual count program.
- Ongoing data collection determined by process objectives.
- Strong links to land use scenario modelling.

Questions?

Transport Planning for the Sunshine Coast

Where to from here?

Review and lobby for changes to the governance and financial arrangements for the provision of transport infrastructure

- Funding of Bruce Highway upgrades.
- State / LG partnerships on the major road network,
  - declarations and classifications.
  - including a review of developer contributions.
- State / LG partnerships on the provision of Public Transport,
  - particularly for centres circulation.
  - including a review of developer contributions.
- Funding for cycle network.

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Questions?
Main Roads
Meeting the Challenge

Presented by:
Geoff Dawson
Manager (Network Planning & Performance)
North Coast Region

A/TPM Qld Branch
2008 Seminar
21 May 2008

New Regional Boundaries

- North Coast Region
  - Office on Sunshine Coast
  - Office in Moreton Bay Region

Challenges

- Developing a road network to support:
  - Population Growth
  - Traffic Growth

Roads Implementation Program

South East Queensland Infrastructure Plan and Program - SEQIPP

- Steve Irwin Way
- Bruce Highway
- Caloundra Road
- Kawana Multi Modal Transport Corridor (MMTC)
- Sunshine Motorway
- Maroochydore Road
- East-west Connections
- Nambour Connection Road
- Bells Creek Corridor
Steve Irwin Way

- Beerburrum to Landsborough
- Landsborough to Bruce Highway

Steve Irwin Way - Beerburrum to Landsborough

Bruce Highway

- Caloundra Road to Sunshine Motorway

Bruce Hwy - Caloundra Road to Sunshine Motorway

Caloundra Road

- Bruce Highway to Pierce Avenue
Caloundra Road - Bruce Highway to Pierce Avenue

Kawana Multi Modal Transport Corridor (MMTC)
- Caloundra Road to Creekside Boulevard
- Creekside Boulevard to Kawana Town Centre
- Kawana Town Centre to Mooloolah River Interchange

MMTC – Caloundra Road to Creekside Boulevard

MMTC – Creekside Boulevard to Kawana Town Centre
Sunshine Mwy - Kawana Way to Mooloolah River I/C

Sunshine Mwy - Mooloolah River I/C to Maroochydore Rd

Sunshine Mwy - Maroochydore Rd to Pacific Paradise

Sunshine Mwy - Pacific Paradise to Eumundi-Noosa Rd

Maroochydore Road

- Bruce Highway to Kunda Park (New Road)
- Bruce Highway to Kunda Park (Old Road)
Maroochydore Road - Bruce Highway to Kunda Park

East – West Connections

• Yandina-Coolum Road
• Eumundi-Noosa Road
• Cooroy-Noosa Road

Nambour Connection Road

• Bruce Highway to Panorama Drive

Bells Creek Connection

• Bruce Highway to Caloundra Road
Questions?
## Integrated Transport Planning for the Sunshine Coast

Bruce James  
Director Strategy Implementation  
Integrated Transport Planning

### Future direction?
- Transport system to support a string of fishing villages  
- Emerging city on the national stage  
  - Forth most populated Council in Australia  
  - Transition of the transport system  
  - External linkages (airport, rail, road)  
  - Role of Maroochydore CBD

### SEQ Regional Plan
- Develop/manage major road spines:  
  - Bruce Highway  
  - Sunshine Motorway  
  - Cross roads  
- Develop public transport spines  
  - Caboolture – Maroochydore & Nambour  
  - Maroochydore – Noosa & Nambour
- Cycling  
  - Principal cycle network plan

### Suntran Strategic Directions
- Key findings:  
  - Public transport spine (CAMCOS)  
  - Mooloola River crossing of Nicklin Way  
  - Sunshine Coast public transport strategy  
  - Travel demand strategy  
  - Pedestrian/cycle strategy and plan  
  - Comprehensive transport model

### Public transport
- Hub and spines  
  - Hub – Maroochydore CBD  
- Spines:  
  - to Caloundra (Coast Connect & CAMCOS)  
  - to Nambour  
  - to Noosa
- Inter-regional connections  
  - Brisbane  
  - North

### Hub – Maroochydore CBD

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22/05/2008
Spine South

CAMCOS and Coast Connect

Nautilus

Inter-regional

- Brisbane
  - Caboolture to Landsborough
  - Beerwah to Caloundra South
- North
  - Nambour northwards

Principal Cycle Networks

QT and TransLink

- New public transport planning arrangements 1st July 2008
- QT - ITP: strategic planning corridor planning
- QT – Infra Div: business cases
- TransLink – manage service delivery

Conclusions

- High level of planning being undertaken for all modes
- Willingness to embrace all modes, land use transport integration and transport policy options
- Focus on Sunshine Coast as a major urban area
- New regional Council a major opportunity to progress integration
Thank you

For further information contact:
Bruce James
Bruce.g.james@transport.qld.gov.au
CoastConnect: what, where

What: Fast, frequent and reliable transport by 2015
- Trip time between Caloundra and Maroochydore may be halved
- Peak hour services every 3-5 minutes

Where: The preferred corridor
- Carries nearly 40 per cent of all Sunshine Coast public transport trips
- Gets people to where they work, live and play
- Is mostly linear and easily identified

CoastConnect: why, how

Why: Current travel patterns are not sustainable
- Population
- Traffic congestion
- Environmental impacts
- Lowest pt usage in SEQ
- Increasing tourism potential
- Increasing work opportunities

How: Give buses priority
- Buses/HOV travel in their own lane
- Safe, attractive and iconic transit stations
- Real time passenger displays will provide on time running
- SCRC partnership to change parking expectations

TransLink Network Plan 2018:
- The aim is to deliver more services to where they are needed
- Utilises new and existing road linkages

CoastConnect Project Stages

<table>
<thead>
<tr>
<th>PROJECT ACTIVITIES</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td>identify potential CoastConnect corridor</td>
<td>Early 2007</td>
</tr>
<tr>
<td>consult on Terms of Reference</td>
<td>Nov/Dec</td>
</tr>
<tr>
<td>finalise Terms of Reference</td>
<td>End January 2008</td>
</tr>
<tr>
<td>consult on draft alignment &amp; design options</td>
<td>July/August 2008</td>
</tr>
<tr>
<td>identify preferred alignment concepts</td>
<td>late Nov 2008</td>
</tr>
<tr>
<td>Concept Design and Impact Management Plan</td>
<td>March 2009</td>
</tr>
<tr>
<td>Submitted to Government for consideration</td>
<td>mid 2009</td>
</tr>
<tr>
<td>Project completion</td>
<td>projection 2015</td>
</tr>
</tbody>
</table>

Priority Measures

- Introducing dedicated bus lanes/HOV lanes
- Traffic signal priority
- Bus station design and location
- Reallocation of existing road space
- Possible bridge widening

Station design

Regular Stop:

Intermediate Stop:

Premium Stop:

Signature Stop:
Strategy must be flexible to operate at all 3 levels:
- Translink Level - State Level
- CoastConnect - Regional/Sunshine Coast level
- Local level - Place specific, town, etc.

Design work on:
- Translink Branding vs CoastConnect Branding
- ‘off the shelf’ vs ‘local design cues’

Corridor Theming and Branding

New fleet options

Working together for better public transport

TransLink cannot operate in isolation
- SCRC, Main Roads & TransLink must work towards shared outcomes
- How can we move towards more PT & less private car dependency

Travel Demand Measures & TravelSmart
- Parking control and regulation
- Land use planning supportive of transport infrastructure
- Changing travel behaviour

Funding / delivery mechanisms for SCRC
- Transport levy
- Parking ‘cash-in-lieu’ scheme

Streetscaping / beautification to support PT projects

Future Proofing

Coordination with other projects

- SCRC planning (Structure Plan & LGMS review)
- MMTC
- Caloundra CAMCOS
- Maroochydore CAMCOS
- Sunshine Coast Hospital
- Maroochydore Health Hub
- Kawana Town Centre
- Redevelopment of Shoppingworld, Sunshine Plaza & Horton Park

- There is a State Election due by Sept/Oct 2009!!