

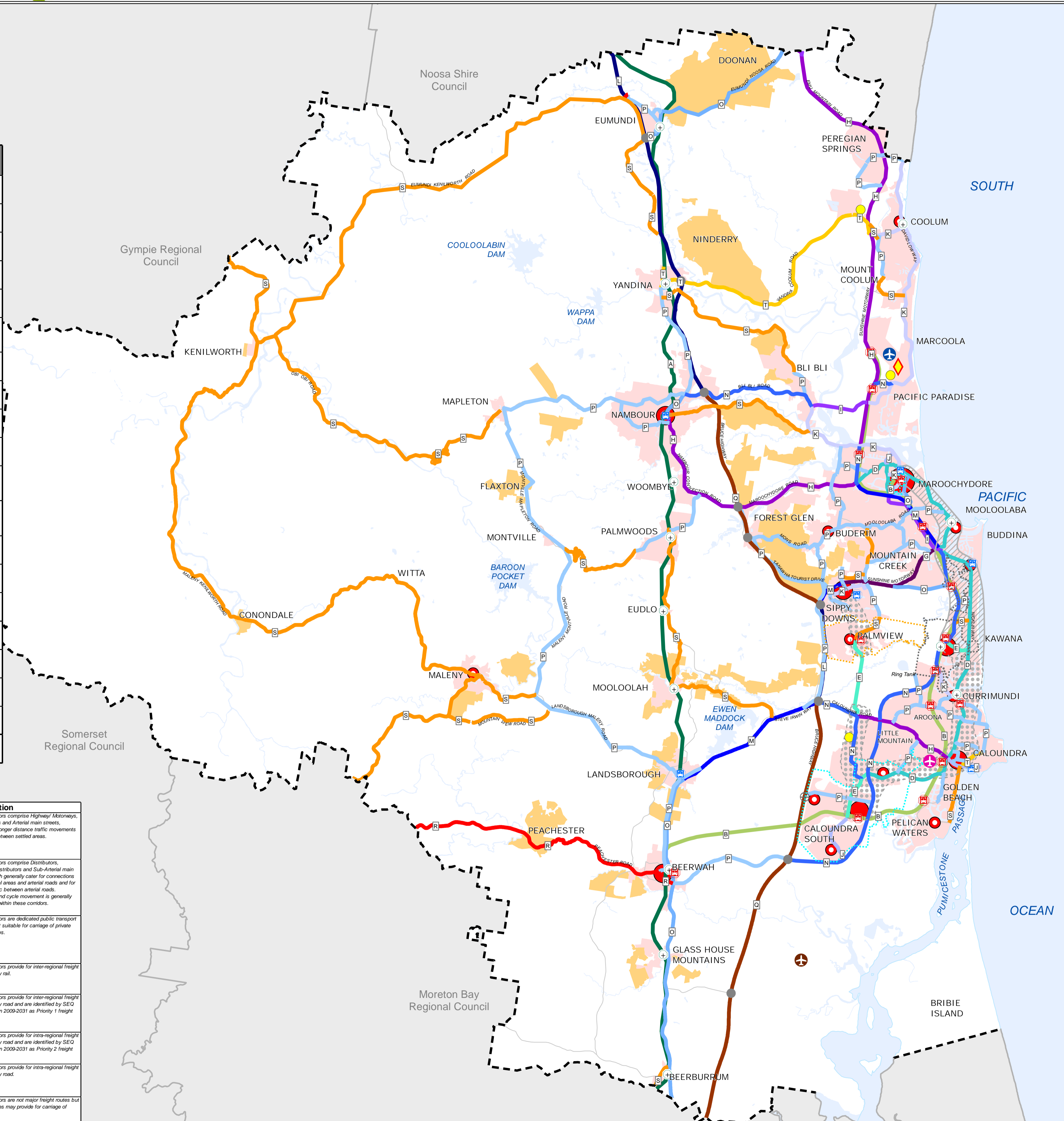
Strategic Framework Map 3 Transport Elements

Strategic Transport Network

Corridor Reference	Corridor Name	Public Transport	Cycle	Corridor Hierarchy	Freight
A	Dedicated Public Transport and Inter-Regional Freight Corridor (North Coast Rail Line)			PT	
B	Dedicated Public Transport Corridor (CAMCOS)			PT	N/A
D	Priority Public Transport and Cycle Arterial Transport Corridor			A	
E	Priority Public Transport and Cycle Sub-Arterial Transport Corridor			SA	
F	Priority Public Transport, Cycle and Intra-Regional Freight Arterial Transport Corridor			A	
G	Public Transport Advantage, Cycle and Priority Intra-Regional Freight Arterial Transport Corridor			A	
H	Public Transport Advantage, Cycle and Intra-Regional Freight Arterial Transport Corridor			A	
I	Public Transport Advantage and Cycle Arterial Transport Corridor			A	
J	Public Transport Advantage, Cycle and Intra-Regional Freight Sub-Arterial Transport Corridor			SA	
K	Public Transport Advantage and Cycle Sub-Arterial Transport Corridor			SA	
L	Other Public Transport, Cycle and Priority Inter-Regional Freight Arterial Transport Corridor			A	
M	Other Public Transport, Cycle and Priority Intra-Regional Freight Arterial Transport Corridor			A	
N	Other Public Transport, Cycle and Intra-Regional Freight Arterial Transport Corridor			A	
O	Other Public Transport and Cycle Arterial Transport Corridor			A	
P	Other Public Transport and Cycle Sub-Arterial Transport Corridor			SA	
Q	Limited Public Transport, Cycle and Priority Inter-Regional freight Arterial Transport Corridor			A	
R	Limited Public Transport and Cycle Arterial Transport Corridor			A	
S	Limited Public Transport and Cycle Sub-Arterial Transport Corridor			SA	
T	Limited Public Transport, Cycle and Intra-Regional Freight Sub-Arterial Transport Corridor			SA	
U	Alignment subject to detailed investigation				

Explanation of Symbols

Mode	Mode Detail	Description	Mode	Mode Detail	Description
Public Transport		Existing and proposed transport corridors dedicated exclusively to the provision of public transport, including the North Coast Rail Line and the CAMCOS public transport corridor.	Corridor Hierarchy	A	These corridors comprise Highway/Motorways, Arterial roads and Arterial main streets, catering for longer distance traffic movements within and between settled areas.
		These corridors may involve bus priority lanes (dedicated lanes for buses and emergency vehicles) or transit lanes (a dedicated lane for buses, cars with passengers and emergency vehicles, including Coast Connect).		Sub-Arterial	These corridors comprise Distributors, Controlled Distributors and Sub-Arterial main streets, which generally cater for connections between local areas and arterial roads and for through traffic between arterial roads. Pedestrian and cycle movement is generally provided for within these corridors.
		These corridors may involve bus queue jumps (an additional length of lane to enable buses to bypass traffic waiting at traffic lights) and bus priority signals at traffic lights (a three to six second head start for buses).		PT	These corridors are dedicated public transport corridors, not suitable for carriage of private motor vehicles.
		These corridors provide for intra-regional public transport services on existing and future road corridors.	Inter Regional Freight (Rail)	These corridors provide for inter-regional freight movement by rail.	
		These corridors provide nil or limited public transport services, they may be serviced by local services, including flexi links or community public transport services.	Inter Regional Priority 1 Freight (Road) SEQIP	These corridors provide for inter-regional freight movement by road and are identified by SEQIP Regional Plan 2009-2031 as Priority 1 freight corridors.	
Cycle		These corridors currently incorporate or will incorporate on-road and/or off-road routes forming the higher order principal cycle network.	Inter Regional Priority 2 Freight (Road) SEQIP	These corridors provide for intra-regional freight movement by road and are identified by SEQIP Regional Plan 2009-2031 as Priority 2 freight corridors.	
		These corridors are not principal cycle routes and are generally not set up for cycling in the life of this Strategy.	Intra Regional Freight (Road)	These corridors provide for intra-regional freight movement by road.	
			Limited Major Freight	These corridors are not major freight routes but in some cases may provide for carriage of haulage.	



Legend

- Priority Transit Corridor
 - Transit Corridor
 - Transit Station
 - Existing Transit Hub
 - Future Transit Hub
 - Existing Interchange (Bruce Highway)
 - Proposed Interchange (Bruce Highway)
 - Sunshine Coast Airport
 - Caloundra Aerodrome
 - Possible Future Aerodrome
- ### Activity Centre Network
- Principal Regional Activity Centre
 - Major Regional Activity Centre
 - District Activity Centre
 - Specialist Regional Activity Centre - Sunshine Coast Airport
- ### Industry and Enterprise Areas
- Regional Enterprise Opportunity Area
- ### Land Use Categories
- Urban Area
 - Rural Residential Area
- ### Other Elements
- Local Government Area Boundary
 - Declared Master Planned Area (see Part 10 - Other Plans)
 - Land within Development Control Plan 1 - Kawana Waters which is the subject of the Kawana Waters Development Agreement (see Section 1.2 - Planning Scheme Components)
 - Priority Development Area (subject to the Economic Development Act 2012) (Note 1)
 - Ocean, Waterways and Waterbodies
 - Lower Order Road

Note 1: The Caloundra South Priority Development Area (PDA) is subject to the Economic Development Act 2012. The Transport elements identified on this map for the Caloundra South PDA reflects the Caloundra South Priority Development Area Infrastructure Agreement (Local Government Infrastructure) dated 2 November 2015.

This Strategic Framework map graphically represents elements of the Transport theme at a conceptual level and is not intended to be interrogated at the cadastral level.

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Approx Scale @ A1 1:120,000

Strategic Framework Map SFM3