Project #: 251296

Version: DA 01

Date: April 2026

Traffic Engineering Report

Proposed YCARE Educational Facility

Lot 8011 Baringa Drive, Baringa

For

YMCA Brisbane

Hayes Traffic Engineering

YCARE New Educational Facility
For YMCA Brisbane
At Lot 8011 Baringa Drive, Baringa

Project	Date	Issue	Dianne Hayes RPEQ 7086
251296	April 2026	DA – 01	D. Hayes

Project No: 251296
April 2026

Status: DA Issue no: 01

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1 INTRODUCTION

Hayes Traffic Engineering has been commissioned by YMCA Brisbane to provide traffic engineering advice for a proposed new Educational Establishment and Community Facility at Baringa. Concept plans of the proposal have been provided by Mode Design and are included in Appendix A. This report has been produced to assess the access and parking arrangements for the facility.

The site is currently vacant and located between Baringa State Primary School and Baringa Football grounds as shown in Figure 1.

Figure 1 - Aerial view of proposed new educational facility

Source: Near Map

2 EXISTING CONDITIONS

To assess the impact of the proposal it is necessary to establish existing transport conditions within the surrounding area. Existing conditions considered access and parking arrangements, traffic flows and pedestrian and cycle movements and bus services.

2.1 Street Conditions

Access to the site will be provided from a new entry within the existing easement from Baringa Drive. Pedestrian access is via a 2.5m wide pedestrian path to Baringa Drive as shown in Photograph 1.

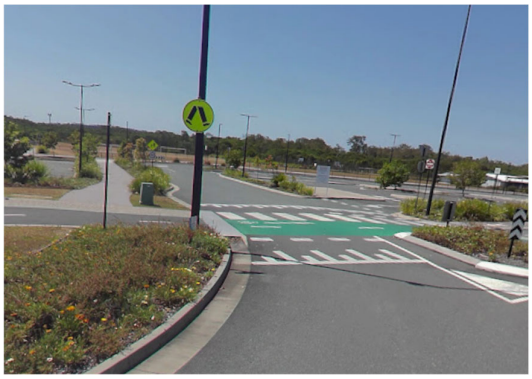
Figure 2 – Site Access and Location

Source: Near Map

A separated cycle way and footpath is provided along Baringa Drive with a raised crossing at the entry to the school and soccer fields from Baringa Drive.

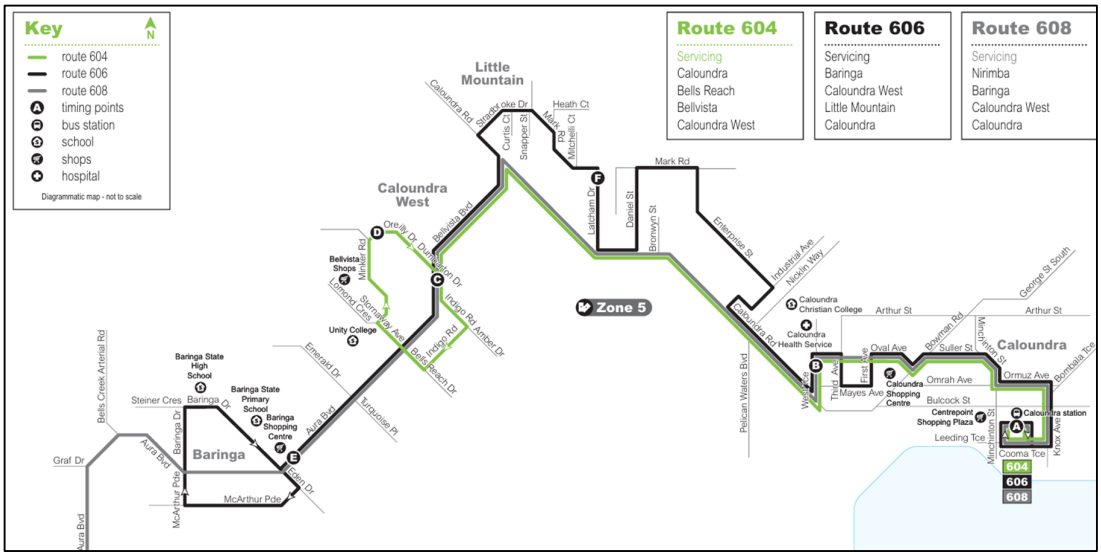
Photograph 1 – Pedestrian Access to Baringa Drive

Photograph 2 & 3 – Separated Cycle Way on Baringa Drive and Raised Crossing



Bus services are provided by Translink. There are bus stops and shelters provided along Baringa Drive, approximately 160m walking distance from the site. Bus route 606 services the area connecting Baringa to Caloundra Station as shown in Figure 3. Please refer to bus timetables provided in Appendix C.

Figure 4 – Bus Route 606

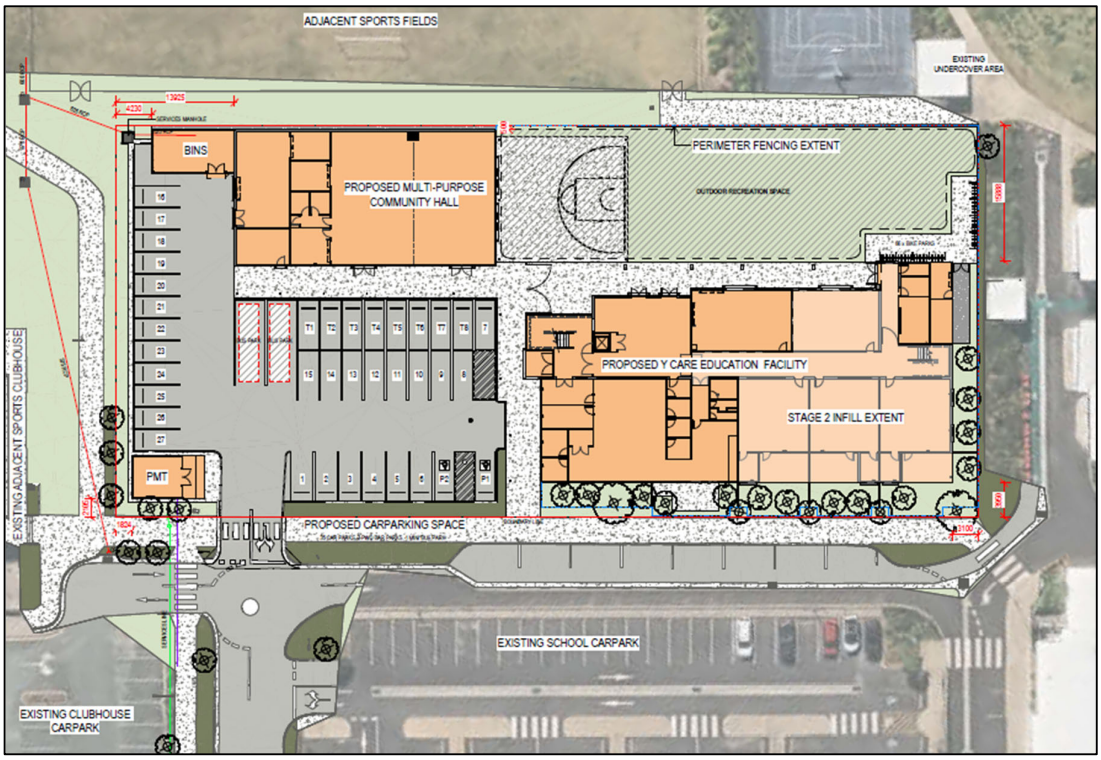


3 DEVELOPMENT PROPOSAL

The YMCA intends to gain development approval for the establishment of an Educational Facility and Community Use on the land at Lot 80011 Baringa Dr, Baringa. It will comprise of 175 students and 32 staff. The proposal will be seeking approval for a building offering a GFA exceeding the preferred maximum floor area of 1,800sqm included in Table 26 – Design Standards for Sub Precinct 2.9. The proposed facility is intended to provide bespoke education options to youth who are disengaged from the 'standard' education options. Development of the site is also expected to provide space for use by the wider community.

The site is located adjacent to Baringa State Primary School and Baringa Soccer Fields as shown in Figure 1. The proposed access and car parking layout is shown in Figure 4.

Figure 4 - Proposed Facility Access and Car Parking



Source: Mode Design

3.1 Access Arrangements

Vehicular access to the site will be provided from a new 7m wide access driveway to the existing mini roundabout within the existing access easement from Baringa Drive.

4 TRAFFIC IMPACT

To analyse the impact of the development on existing transport infrastructure, it is necessary to estimate the number of trips the development is likely to generate and where they are expected to come from. Information has been sought from previous transport studies as part of the development of Caloundra South.

4.1 Trip Generation

Stantec has provided Technical Traffic Advice for the analysis of key intersections close to the site, as part of the master planning in the area. The proposed development site has been previously identified for educational and community uses. The trip rates used for the subject site were based on a student yield of 125 students with a trip rate of 0.36 students during the AM peak hour (refer to Figure 5). It is noted that the trip rate applied for the high school and primary school was also 0.36 trips per student during the AM peak hour. It is noted that the AM and PM peak period times are not specified in the provided information.

Figure 5 – Extract – Trip Generation

Project Name: Aura Precinct 2 Traffic Analysis
Job No: 304700147
Date: 04 December 2023
Task: Traffic Generation Calculation

Stantec

Table 1: Trip Generation Comparison

Scheme	Land Uses			AM Peak Hour (trips / hr)							PM Peak Hour (trips / hr)						
	Land Use Type	Yield	Units	Trip Rate	Units	Split In	Split Out	In	Out	Total	Trip Rate	Units	Split In	Split Out	In	Out	Total
Original	School[1]	2,400	students	0.36	trips/student	55%	45%	475	389	864	0.00	trips/student	0%	0%	0	0	0
	Retail[1]	8,000	m^2	5.00	per 100m^2 GFLA	50%	50%	200	200	400	12.50	per 100m^2 GFLA	50%	50%	500	500	1000
	Commercial[1]	4,000	m^2	1.50	per 100m^2 GFLA	90%	10%	54	6	60	2.00	per 100m^2 GFLA	10%	90%	8	72	80
	Residential - Unattached[1]	1,352	dwellings	0.64	per dwelling	20%	80%	173	692	865	0.64	per dwelling	80%	20%	692	173	865
	Residential - Attached[1]	408	dwellings	0.49	per dwelling	20%	80%	40	159	199	0.49	per dwelling	80%	20%	159	40	199
	Sub-Total (Original Scheme)							**942**	**1,446**	**2,388**					**1,359**	**785**	**2,144**
Revised	School[1]	2,400	students	0.36	trips/student	55%	45%	475	389	864	0.00	trips/student	43%	57%	0	0	0
	School (Previous community lot)	125	students	0.36	trips/student	55%	45%	25	20	45	0.00	trips/student	43%	57%	0	0	0
	Retail[1]	6,104	m^2	5.00	per 100m^2 GFLA	50%	50%	153	153	305	12.50	per 100m^2 GFLA	50%	50%	382	382	763
	Indoor Recreation[2]	544	m^2	0.00	per 100m^2 GFLA	0%	0%	0	0	0	9.00	per 100m^2 GFLA	50%	50%	24	24	49
	Tavern[2]	1,352	m^2	0.00	per 100m^2 GFLA	0%	0%	0	0	0	10.00	per 100m^2 GFLA	50%	50%	68	68	135
	Commercial[1]	3,000	m^2	1.50	per 100m^2 GFLA	90%	10%	41	5	45	2.00	per 100m^2 GFLA	10%	90%	6	54	60
	Residential - Unattached[1]	1,345	dwellings	0.64	per dwelling	20%	80%	172	689	861	0.64	per dwelling	80%	20%	689	172	861
	Residential - Attached[1]	392	dwellings	0.49	per dwelling	20%	80%	38	153	191	0.49	per dwelling	80%	20%	153	38	191
	Residential - Seniors	92	dwellings	0.40	per dwelling	20%	80%	7	29	37	0.40	per dwelling	80%	20%	29	7	37
	Sub-Total (Revised Scheme)							**911**	**1,437**	**2,348**					**1,351**	**745**	**2,096**
	Δ							**-31**	**-9**	**-40**					**-9**	**-40**	**-48**
	Variance							**-3.32%**	**-0.62%**	**-1.69%**					**-0.65%**	**-5.03%**	**-2.25%**

Notes:
1) Trip rates obtained from the Caloundra South PDA Application 2: Precinct 2 Traffic Assessment
2) Trip rates obtained from the NSW 'RTA Guide to Traffic Generating Developments Version 2.2, dated October 2002

Assumptions:
Vehicle In / Out splits for school have been assumed based on NSW RMS Trip Generation Surveys, Schools Analysis Report, Table 4.5, dated 25 August 2014

As stated previously, the proposal is for an Educational Facility and Community Use comprising of 175 students and 32 staff, offering bespoke education options to youth.

The proposed educational facility hours will differ from the adjoining State Schools with later start times and different end times as shown below.

Table 1 – Educational Facilities Start and End Times

Day	YMCA Proposed Hours	Baringa State High	Baringa Primary School
Monday	9:15 AM – 1:00 PM	8:25 AM – 2:30 PM	8:45 AM – 2:45 PM
Tuesday	9:15 AM – 3:00 PM	8:25 AM – 2:30 PM	8:45 AM – 2:45 PM
Wednesday	9:15 AM – 3:00 PM	9:00 AM – 2:30 PM	8:45 AM – 2:45 PM
Thursday	9:15 AM – 3:00 PM	8:25 AM – 2:30 PM	8:45 AM – 2:45 PM
Friday	9:15 AM – 1:00 PM	8:25 AM – 2:30 PM	8:45 AM – 2:45 PM

Other attributes of the proposed facility include the following.

- Since the school is a special assistance school, that accepts students on a referral basis only, the YMCA will be drawing a large percentage of its student cohort from the two adjoining schools (Baringa State High and Baringa State Primary).
- Of the proposed 175 students, attendance is likely to average approximately 67%, based on similar facilities. This equates to 117 students, similar to the student numbers (125) provided in Figure 2, from previous traffic analysis.
- Many students will make their own way to school, via walking, cycling and scooters or by public transport.

In regard to traffic generation, the increase of 50 students is equivalent to an 18 additional trips during the morning peak period. However, it is important to note that the proposed facility will not commence for students until 9:20am and therefore the additional 18 trips will occur outside the morning peak period.

The impact on the performance of the external road network is considered to be insignificant because the start time for students is 9:20am and this does not align with the AM peak period which falls within the high school start time of 8:25am and primary school start time of 8:45am.

As all previous traffic analysis for this area, assumes the PM peak period is not within the school end times and occurs later in the afternoon, the impact of an additional 50 students or 18 trips is considered insignificant.

It is also worth noting that there have been adjustments to the yields in this area and as a result, there are 40 less trips in the AM peak than previous models analysed, as shown in Figure 6. As such the addition of 18 trips (based on 50 additional students) is still within the limits for development generated trips. Therefore, resulting in a total of 22 less trips than the traffic modelling analysed previously by Stantec as shown in Figure 7.

Figure 6 – Extract – Adjusted yield and trip summary

A summary table for the approved vs revised master plan are presented in Table 3.1.

Table 3.1 – Trip Generation Comparison Summary

Master Plan	AM Peak (trips / hr)			PM Peak (trips / hr)		
	In	Out	Total	In	Out	Total
Approved	942	1,446	2,388	1,359	785	2,144
Revised	911	1,437	2,348	1,351	745	2,096
Balance	-31	-9	-40	-9	-40	-48
% Change	**-3.3%**	**-0.6%**	**-1.7%**	**-0.7%**	**-5.0%**	**-2.2%**

Figure 7 – Adjusted yield and trip summary with new development

Master Plan	AM Peak In	AM Peak Out	AM Peak Total	PM Peak Total
Approved	942	1,446	2,388	2,144
Revised with Dev	920	1,446	2,366	2,096
New Balance	-22	0	-22	-48
% Change	-2.3%	0	-0.9%	-2.2%

In summary, regardless of GFA, it is the number of students that will generate trips to the site and this should be the basis for traffic impact assessment. The number of students for the proposed development may be slightly greater than the original proposal, however the trip generation is still within the original analysis limits.

It is also worth noting that the traffic from the proposed development will be generated outside the AM peak time, and therefore the impact on the performance of the external road network is considered to be minimal.

5 CAR PARKING REQUIREMENTS

An assessment of the internal road layout and car parking arrangements has been undertaken in accordance with Australian Standards (AS2890) for Off-street parking facilities and the Caloundra South Master Plan requirements.

5.1 Car Parking Requirements

The parking requirements outlined in Appendix H of the Plan of Development and are provided in Table 2 below.

Table 2 - Car Parking Requirements

Type of Use	Vehicle Parking Requirement	Cycle Spaces
Educational Establishment	Sufficient spaces to accommodate the number of vehicles likely to be parked at any one time	1 student / employee space per 100m^2 GFA
Community Facility	1 space/20m^2 GFA	1 employee space per 50m^2 GFA + 1 visitor space per 50m^2 GFA

Service vehicle requirements are sufficient spaces to accommodate the number of vehicles likely to be parked at any one time (with minimum of 1 Waste Collection Vehicle).

5.2 Australian Standards AS2890.1 Requirements

The requirements for parking are outlined in AS2890.1:2004 *Off-street car parking* and AS2980.2-2002 *Off-street commercial vehicle facilities*. The proposed development requires facilities for high turnover use identified as User Class 3 and also for staff or User class 1A. Dimensions for car parking are outlined in Figure 2.2 of AS2890.1. Minimum requirements for 90-degree angle parking bays of this class include a minimum width of 2.6m, length of 5.4m and aisle width of 5.8m with a minimum width of 2.4m for staff parking. Parking for disabled must comply with AS2890.6.

6 PROPOSED CAR PARKING ARRANGEMENTS

The proposed development includes the provision for the following parking spaces,

- 2 disabled parking spaces
- 8 staff tandem parking spaces
- 27 visitor parking spaces
- 2 bus/loading parking spaces

Bicycle parking spaces have been provided and adjoins the outdoor recreation space.

6.1 Compliance with EDQ Requirements

An assessment of the required parking spaces has been undertaken in accordance with EDQ requirements. A summary of parking requirements is shown in Table 3 below.

Table 3 - Summary of EDQ Parking Requirements

Type of Use	Parking Requirements
Educational establishment	Sufficient spaces to accommodate the number of vehicles likely to be parked at any one time.
Community Facility	1 space/20m^2 GFA

<u>Educational Establishment</u>

To determine an appropriate parking demand for the educational facility, reference has been made to the TMR document *Planning for Safe Infrastructure around Schools* to provide further information of parking requirements, as provided in Table 4.

Table 4 - Summary of TMR School Parking

Type of Use	TMR Suggested Parking Rates
Short Term Parking	1 space per 15 student
Long Term (Staff/Visitor)	0.7 spaces per staff

The proposal includes 175 students, including up to 32 students and therefore the minimum requirements for parking based on TMR Guidelines is 34 spaces as shown in Table 5.

Table 5 - Summary of School Parking Requirements

Type of Use	Requirements
Short Term Parking	12
Long Term (Staff/Visitor)	22
Total Spaces Required	34 spaces

Therefore, the total parking required within the site is 34 spaces. A total of 37 spaces has been included including 8 staff spaces in tandem and 2 disabled spaces. This achieves compliance with minimum standards and the expected demand for the site.

Community Facility

The multi-purpose hall Is 495m^2 GFA which equate to 25 car parking spaces. The primary use of the community facility is expected to occur outside typical peak parking demand periods associate with the education facility. Therefore parking is unlikely to coincide with the highest levels of parking pressure in the surrounding area. Furthermore, there is generally existing capacity within nearby shared parking resources, including the school and adjacent sports field car park. These facilities experience different peak usage times and can effectively accommodate overflow demand from the community facility without the need for additional dedicated parking infrastructure.

In addition, the site is well-supported by active transport options. There are also bus services and bus stops within close walking distance to the facility. Safe and accessible walking and cycling infrastructure and public transport services in the area encourages non-car travel, providing viable alternatives to private vehicle use. This supports a broader modal shift and reduces reliance on car parking.

Together, these factors demonstrate that the proposed parking provision is considered sufficient, and that additional parking would be unnecessary and inconsistent with efficient land use and sustainable transport objectives.

6.2 Compliance with Australian Standards AS2890

The parking arrangements have also been assessed against AS2890.1:2004 and AS2890.2-2002. Parking spaces within the site are provided on plans by Mode Design and are included in Appendix A. The disabled parking spaces should comply with the requirements of AS2890.6:2009. The dimensions for parking are shown in Table 6 and have been provided accordingly.

Table 6 - Summary of Parking Space Dimensions

Type of Use	AS2890.1 Class	Minimum Dimensions
Short Term Parking	Class 3	2.6 x 5.4 + 5.8m aisle
Long Term (Staff/Visitor)	Class 1/1A	2.4 x 5.4 + 5.8m aisle
Disabled Parking	AS2890.6	2.4 x 5.4 with 2.4m shared area

All parking spaces are 2.6m wide with an aisle with of 6.0m and 6.3m, exceeding minimum requirements. The PWD spaces are compliant with AS2890.6.

6.3 Service Vehicle Arrangements

The collection of waste and garbage will be undertaken within the site directly from a designated bin enclosure. Please refer to Appendix C for waste collection vehicle swept path analysis.

Two loading bays (bus parking spaces) have been conveniently provided within the site. The educational facility proposes to provide a 26 seater bus for student excursions and allowance for an additional bus or van is accommodated for the community use.

6.4 Bicycle Parking

Provision for 66 bicycle parking spaces have been included in the north eastern are of the site. This area is accessible via the pathway and provides safe and secure parking area for bicycles.

7 CONCLUSION

This report has assessed the impact of traffic generated by the proposed Educational Establishment and Community Facility on the external transport network. Consideration has been given to operational performance, parking and pedestrian requirements as well as access arrangements.

An assessment was carried out of the trips likely to be generated by the proposed development and the estimated distribution of trips on the existing street network. The proposed development falls within acceptable limits of previous traffic modelling for the master plan. Accordingly, no additional traffic assessment or mitigation measures are considered necessary at this stage.

A review of car parking arrangements has been undertaken to assess the proposal's compliance with the Caloundra South Master Plan of Development and Australian Standards AS2890.1. The site is required to provide parking for 34 spaces and has provided a total of 37 spaces onsite, including provision for 2 PWD spaces.

Provision for service vehicle access to forward on and off the site has been accommodated. Swept path analysis for the waste collection vehicle is provided in Appendix C. Two bus/loading bays have been provided, which is adequate to accommodate a bus for the educational establishment and van for the community facility.

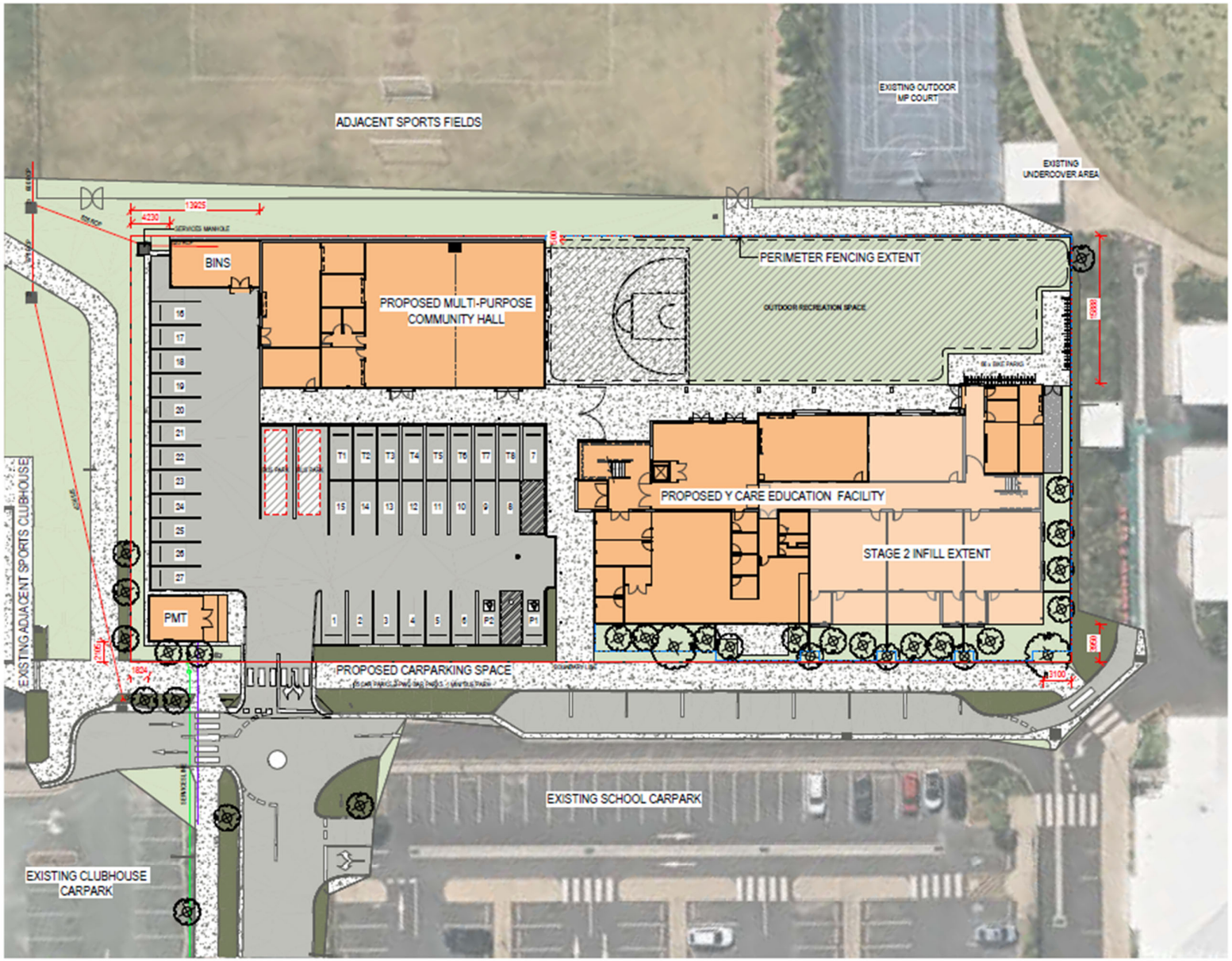
A total of 66 bicycle parking spaces are provided in the north-eastern area of the site, conveniently accessed via the pathway and offering a safe and secure location for bicycle parking.

In conclusion, the proposed educational facility will not adversely impact on the operational performance of the surrounding road network and the design is considered adequate for the proposed land use.

Appendix A

Proposed Development Concept Plans

Provided by Mode Design



- These designs and plans are the copyright of MODE DESIGN Corp. Pty Ltd and cannot be reproduced without written permission.
- Verify all dimensions on site prior to commencement of work.
- DO NOT scale off these drawings.
- Report any discrepancies to the architect before carrying out any work.

AMENDMENTS

REV	DESCRIPTION	AUTH	CHK	DATE
A	UPDATED CONCEPT			25.02.25
B	GFA AREAS			27.05.25
C	UPDATED DA SET			26.10.25
D	PRELIMINARY DA			19.12.25
E	PRELIMINARY DA	JM	KF	19.03.26
F	PRELIMINARY DA	JM	KF	27.03.26
G	PRELIMINARY DA	JM	KF	31.03.26

PRELIMINARY

STATUS
PRELIMINARY DA

TRUE NORTH

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CLIENT
YCARE (SOUTH EAST QUEENSLAND)

PROJECT
YCARE NEW EDUCATIONAL FACILITY
LOT 801, BARINGA DRIVE, BARINGA

DRAWING TITLE
GROUND FLOOR - SITE PLAN - PROPOSED

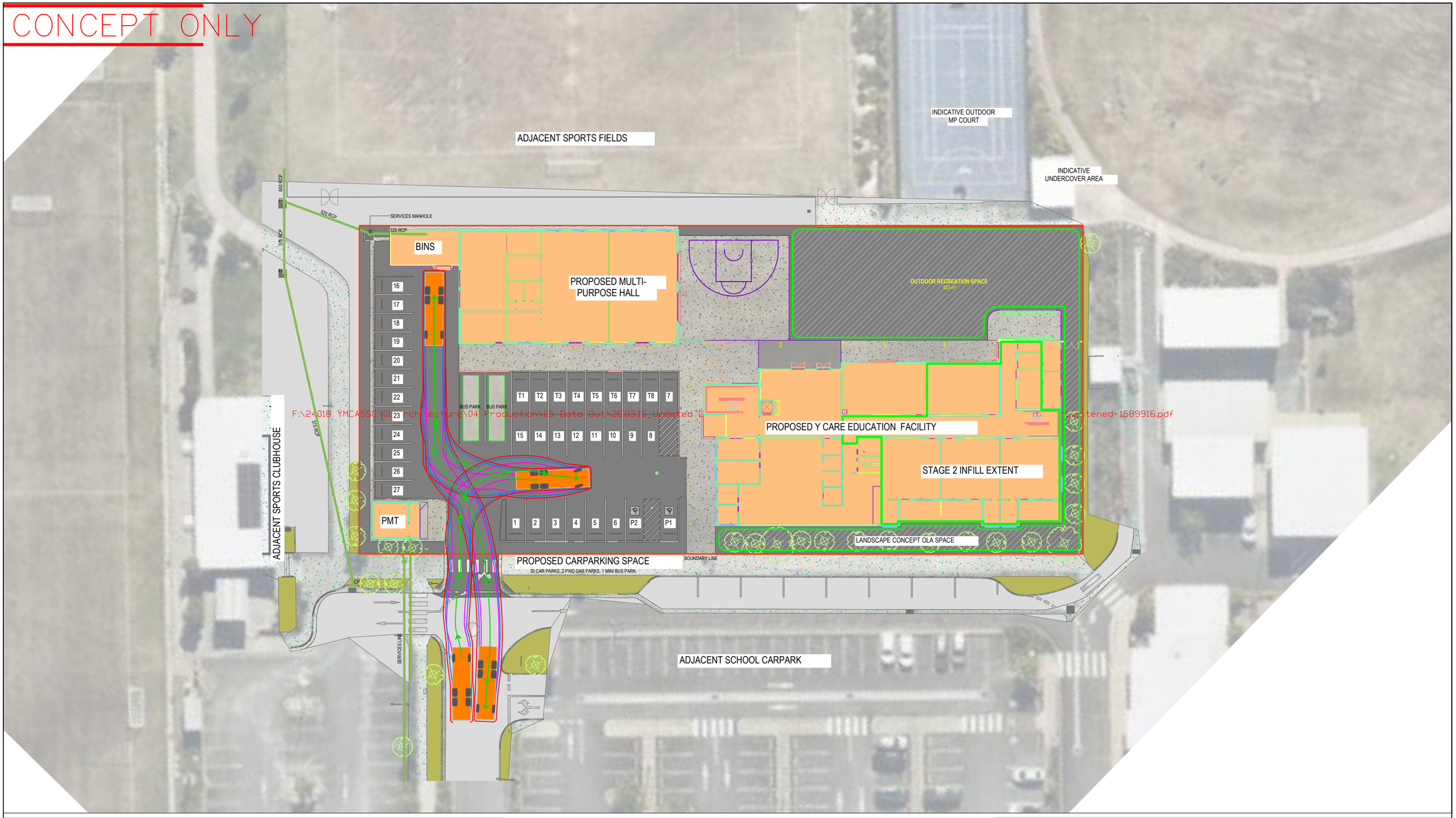
DRAWN	CHECKED
SLUM	KF
ISSUE 26/03/26 12:27:48 PM	SCALE @ A1 1 : 200

PROJECT No	STAGE	DRAWING No	REVISION
24018		0110	G

Appendix B

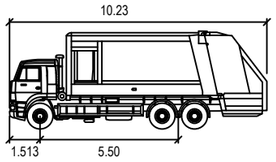
Swept Path Analysis

CONCEPT ONLY



SWEPT PATH LEGEND

- VEHICLE BODY
- FRONT TIRES
- VEHICLE PATH
- VEHICLE CLEARANCE (300mm)
- VEHICLE



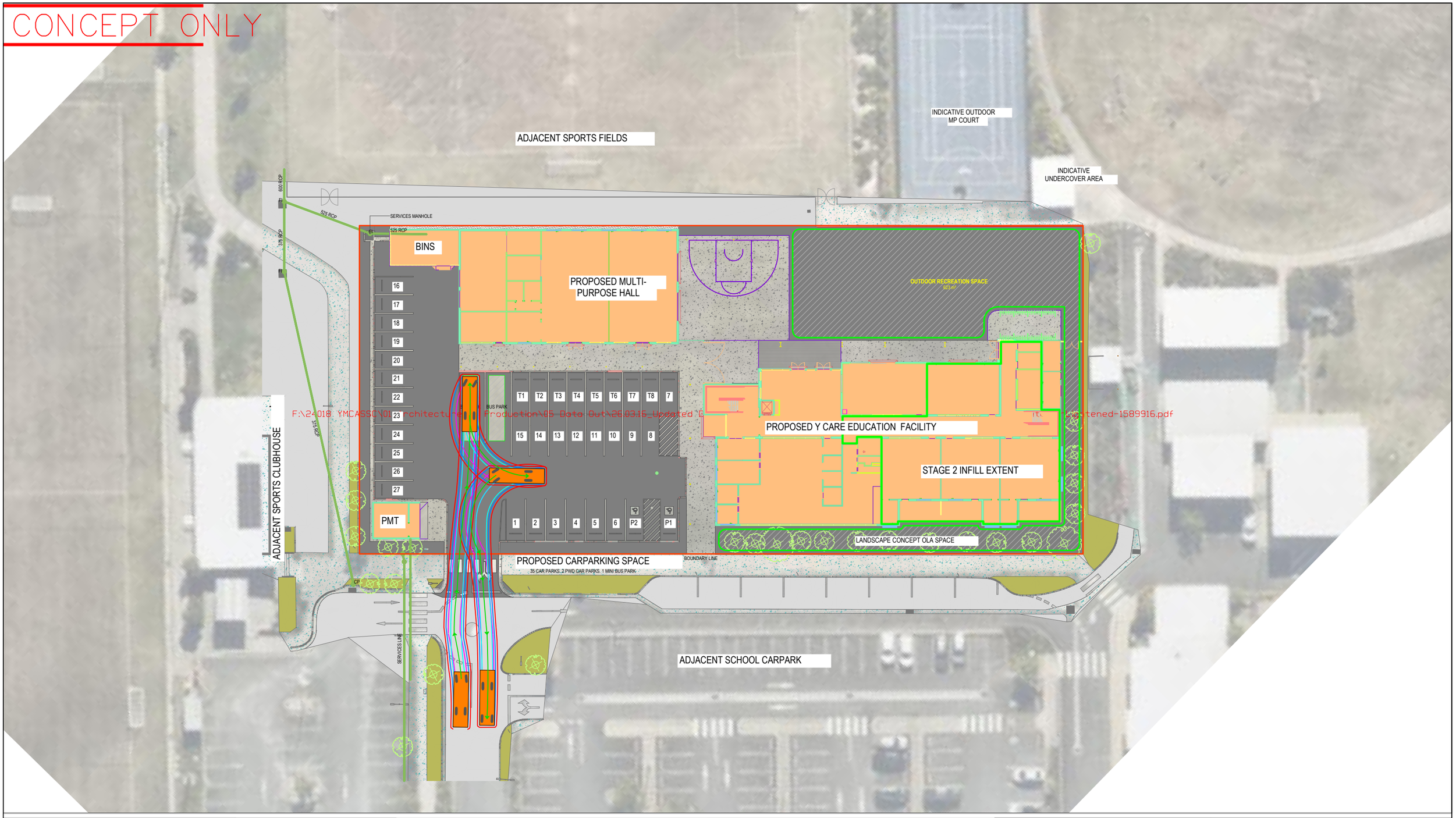
Standard Rear Lift

	Meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 39.2
Clearance Height	: 3.4
Operating Height	: 3.4

Hayes Traffic Engineering

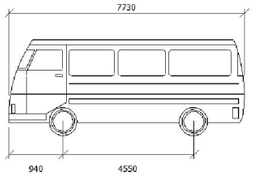
Project: Lot 8011 Baringa Drive	Date Drawn: 01/04/2026
Location: Baringa	Project Number: 251296
Client: YMCA	Plan Number: SK01 Revision C
Plan Title: WCV Swept Path	0 5 10 15 20 25m (5 4 3 2 1) SCALE 1:500 @ A3

CONCEPT ONLY



SWEPT PATH LEGEND

- VEHICLE BODY
- FRONT TIRES
- VEHICLE PATH
- VEHICLE CLEARANCE (300mm)
- VEHICLE



Hayes Traffic Engineering

Project: Lot 8011 Baringa Drive	Date Drawn: 01/04/2026
Location: Baringa	Project Number: 251296
Client: YMCA	Plan Number: SK03 Revision A
Plan Title: Minibus Swept Path	0 5 10 15 20 25m (5 4 3 2 1) SCALE 1:500 @ A3

Appendix C

Bus Route Timetable

Ticketing information

Ticket type	Where to buy tickets			
	Selected *go* card agents and on the Translink website	Translink bus operators ^	Queensland Rail selected stations	Translink fare machines
Translink *go* card A smart card that stores value for travel on TransLink services.	✔	*	✔	~
Translink single # One-way ticket to reach your destination (not return). Final transfers must be made within two hours of ticket issue.		✔	✔	✔

Proof of concession entitlement must be presented upon request or full fare will be charged. Please visit **translink.com.au** for more information including where to buy a *go* card, or call Translink on **13 12 30**.

* – Top up an existing *go* card only. ^ – Excludes Brisbane City Council buses.

~ – Top up an existing *go* card at all fare machines with adult *go* cards also available for purchase from selected fare machines at busway stations and bus interchanges.

\# – Further conditions apply for single tickets. Passengers travelling through 4 zones or more will have their final transfer time extended a further 90 minutes in addition to the two hours.

Track your bus in real-time with our MyTranslink app.

Also available for train, ferry and tram.

Timetable information

How to read this timetable

1. Use the route map to find the two timing points your stop is located between.
2. Find these points on the timetable. Your bus is scheduled to arrive between the times shown for these points. For example, if your bus stop is between timing points Ⓐ and Ⓑ on the map, then the bus is scheduled to arrive between the times listed for Ⓐ and Ⓑ.

Please note the times shown are approximate. We advise customers to be at their bus stop at least five minutes before the scheduled departure time.

Travel tips

1. Pre-plan your trip at **MyTranslink** app, **translink.com.au** or call **13 12 30**.
2. Top up your *go* card or have the correct fare ready before boarding. If you have a concession card, have it ready to show the driver.
3. Read the number on the approaching bus to check if it is the one you want.
4. Raise your hand so the driver knows to stop.
5. On the bus find your seat quickly. If you need to stand, hold onto a handle.
6. Ring the bell to let the driver know to stop at the next stop for you to get off. Stay seated until the bus stops and touch off with your *go* card as you get off.
7. Wait for the bus to move away and check the road is clear before crossing the road.

Your **Sunshine Coast** bus operator

KINETIC moving people

TLSBTT023

Due to unforeseen circumstances, details on this timetable may change.

Download the MyTranslink app for the most relevant bus, train, ferry and tram information in the palm of your hand.

translink

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Printed May 2023

604, 606, 608

604 Caloundra to Caloundra West

606 Caloundra to Baringa

608 Caloundra to Nirimba

Effective from **5 June 2023**

Route descriptions

604 Caloundra to Caloundra West
servicing Caloundra, Bells Reach, Bellvista and Caloundra West.
Operates 7 days.

606 Caloundra to Baringa
servicing Caloundra, Little Mountain, Caloundra West and Baringa.
Operates 7 days.

608 Caloundra to Nirimba
servicing Caloundra, Caloundra West, Baringa and Nirimba.
Operates 7 days.

translink

Queensland Government

Routes
604, 606, 608 Route map

Key

- route 604
- route 606
- route 608
- timing points
- bus station
- school
- shops
- hospital

Diagrammatic map - not to scale

Route 604

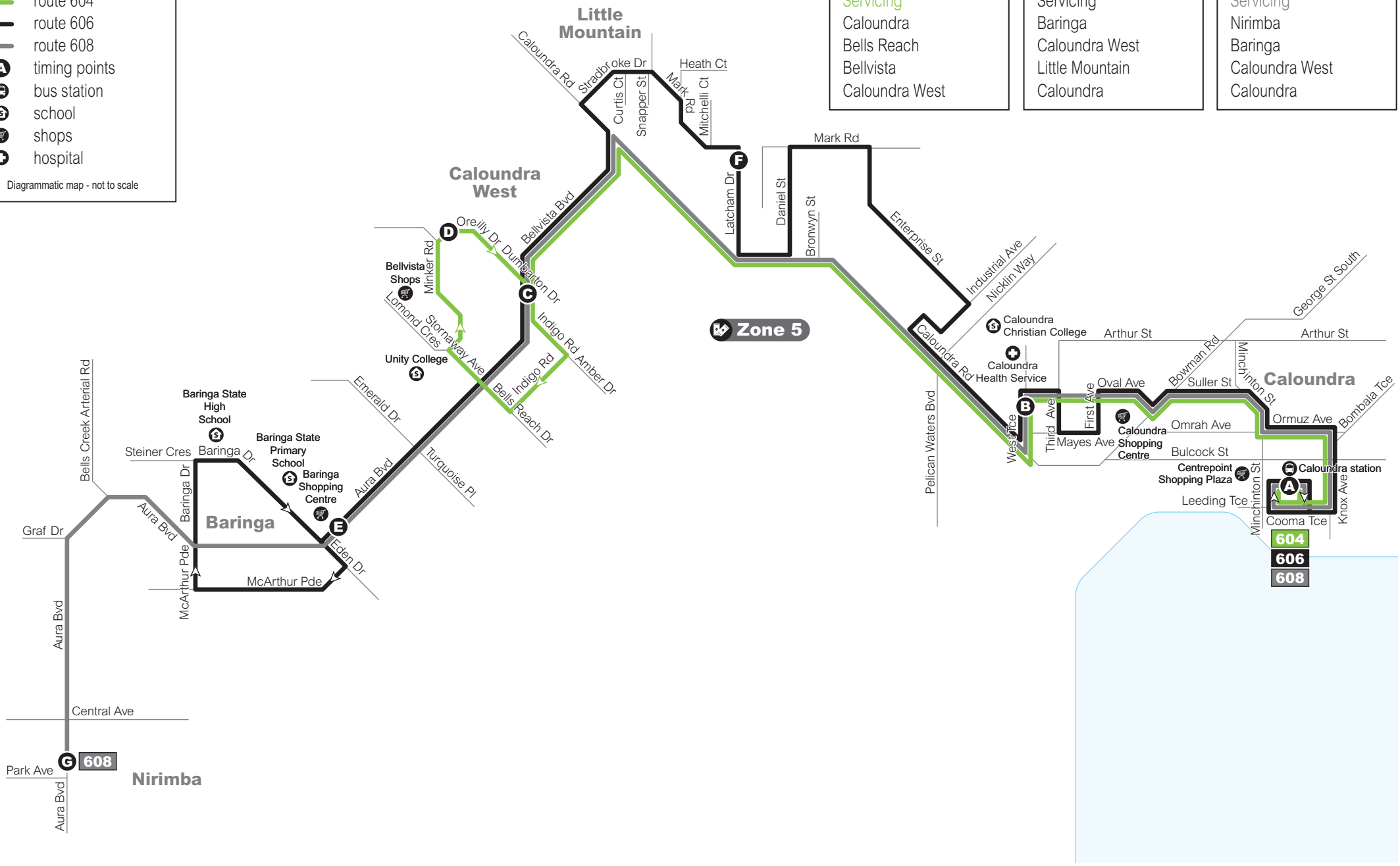
Servicing
Caloundra
Bells Reach
Bellvista
Caloundra West

Route 606

Servicing
Baringa
Caloundra West
Little Mountain
Caloundra

Route 608

Servicing
Nirimba
Baringa
Caloundra West
Caloundra



Route 604

Caloundra to Caloundra West

servicing Caloundra, Bells Reach, Bellvista and Caloundra West

Monday to Friday

map ref	Route number	604	604	604	604
		am	am	pm	pm
A	Caloundra station	9.10	11.00	2.00	5.00
B	Caloundra Health Service	9.15	11.05	2.05	5.05
C	Bellvista Bvd, near Dumbarton Dr	9.25	11.15	2.15	5.15
D	O'Reilly Dr near Gillies Cl	9.29	11.19	2.19	5.19
B	Caloundra Health Service	9.39	11.29	2.29	5.29
A	Caloundra station	9.45	11.35	2.35	5.35

Saturday, Sunday & public holidays*

map ref	Route number	604	604	604	604
		am	pm	pm	pm
A	Caloundra station	7.30	12.10	2.10	6.30
B	Caloundra Health Service	7.35	12.15	2.15	6.35
C	Bellvista Bvd, near Dumbarton Dr	7.45	12.25	2.25	6.45
D	O'Reilly Dr near Gillies Cl	7.49	12.29	2.29	6.49
B	Caloundra Health Service	7.59	12.39	2.39	6.59
A	Caloundra station	8.05	12.45	2.45	7.05

Route 606

Caloundra to Baringa

servicing Caloundra, Little Mountain, Caloundra West, Baringa and back to Caloundra

Monday to Friday

map ref	Route number	606	606	606	606	606	606	606	606	606	606	606	606	606	606	606	606
		am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm
A	Caloundra station	6.05	7.05	7.50	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50	8.50
B	Caloundra Health Service	6.10	7.10	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55
F	Latcham Dr near Mark Rd	6.16	7.16	8.03	9.03	10.03	11.03	12.03	1.03	2.03	3.07	4.03	5.03	6.03	7.01	8.01	9.01
C	Bellvista Bvd, near Dumbarton Dr	6.20	7.20	8.07	9.07	10.07	11.07	12.07	1.07	2.07	3.11	4.07	5.07	6.07	7.05	8.05	9.05
E	Baringa Shopping Centre stop B	6.23	7.23	8.10	9.10	10.10	11.10	12.10	1.10	2.10	3.14	4.10	5.10	6.10	7.08	8.08	9.08
E	Baringa Shopping Centre stop A	6.31	7.31	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.24	4.20	5.20	6.18	7.16	8.16	9.16
C	Bellvista Bvd, near Dumbarton Dr	6.34	7.34	8.23	9.23	10.23	11.23	12.23	1.23	2.23	3.27	4.23	5.23	6.21	7.19	8.19	-
F	Latcham Dr near Mark Rd	6.38	7.38	8.29	9.29	10.29	11.29	12.29	1.29	2.29	3.33	4.29	5.29	6.25	7.23	8.23	-
B	Caloundra Health Service	6.43	7.43	8.35	9.35	10.35	11.35	12.35	1.35	2.35	3.39	4.35	5.35	6.30	7.28	8.28	-
A	Caloundra station	6.51	7.51	8.44	9.44	10.44	11.44	12.44	1.44	2.44	3.48	4.44	5.44	6.38	7.36	8.36	-

Saturday, Sunday & public holidays*

map ref	Route number	606	606	606	606	606	606	606	606	606	606	606
		am	am	am	am	pm	pm	pm	pm	pm	pm	pm
A	Caloundra station	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.00
B	Caloundra Health Service	8.05	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05
F	Latcham Dr near Mark Rd	8.13	9.13	10.13	11.13	12.13	1.13	2.13	3.13	4.13	5.13	6.13
C	Bellvista Bvd, near Dumbarton Dr	8.17	9.17	10.17	11.17	12.17	1.17	2.17	3.17	4.17	5.17	6.17
E	Baringa Shopping Centre stop B	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20
E	Baringa Shopping Centre stop A	8.29	9.29	10.29	11.29	12.29	1.29	2.29	3.29	4.29	5.29	6.28
C	Bellvista Bvd, near Dumbarton Dr	8.32	9.32	10.32	11.32	12.32	1.32	2.32	3.32	4.32	5.32	-
F	Latcham Dr near Mark Rd	8.36	9.36	10.36	11.36	12.36	1.36	2.36	3.36	4.36	5.36	-
B	Caloundra Health Service	8.41	9.41	10.41	11.41	12.41	1.41	2.41	3.41	4.41	5.41	-
A	Caloundra station	8.49	9.49	10.49	11.49	12.49	1.49	2.49	3.49	4.49	5.49	-

Explanations

- Bus does not travel via this location.
* Public holidays – generally, a weekend timetable will operate on most gazetted public holidays. Please visit **translink.com.au** or call **13 12 30** for confirmation of public holiday timetables.

Route 608

Caloundra to Nirimba

servicing Caloundra, Caloundra West, Baringa and Nirimba

Monday to Friday

map ref Route number	608	608	608	608	608	608	608	608	608	608	608	608	608	608	608	608
	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
A Caloundra station	6.20	7.20	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20
B Caloundra Health Service	6.25	7.25	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25
C Bellvista Bvd, near Dumbarton Dr	6.33	7.33	8.33	9.33	10.33	11.33	12.33	1.33	2.33	3.33	4.33	5.33	6.33	7.33	8.33	9.33
E Baringa Shopping Centre stop B	6.36	7.36	8.36	9.36	10.36	11.36	12.36	1.36	2.36	3.36	4.36	5.36	6.36	7.36	8.36	9.36
G Nirimba, Aura Bvd, near Park Ave	6.43	7.43	8.43	9.43	10.43	11.43	12.43	1.43	2.43	3.43	4.43	5.43	6.43	7.43	8.43	9.43

Saturday, Sunday & public holidays*

map ref Route number	608	608	608	608	608	608	608	608	608	608	608	608
	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm
A Caloundra station	7.23	8.23	9.23	10.23	11.23	12.23	1.23	2.23	3.23	4.23	5.23	6.23
B Caloundra Health Service	7.28	8.28	9.28	10.28	11.28	12.28	1.28	2.28	3.28	4.28	5.28	6.28
C Bellvista Bvd, near Dumbarton Dr	7.36	8.36	9.36	10.36	11.36	12.36	1.36	2.36	3.36	4.36	5.36	6.36
E Baringa Shopping Centre stop B	7.39	8.39	9.39	10.39	11.39	12.39	1.39	2.39	3.39	4.39	5.39	6.39
G Nirimba, Aura Bvd, near Park Ave	7.46	8.46	9.46	10.46	11.46	12.46	1.46	2.46	3.46	4.46	5.46	6.46

Route 608

Nirimba to Caloundra

servicing Nirimba, Baringa, Caloundra West and Caloundra

Monday to Friday

map ref Route number	608	608	608	608	608	608	608	608	608	608	608	608	608	608	608	608
	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm
G Nirimba, Aura Bvd, near Park Ave	5.49	6.49	7.49	8.49	9.49	10.49	11.49	12.49	1.49	2.49	3.49	4.49	5.49	6.49	7.49	8.49
E Baringa Shopping Centre stop A	5.56	6.56	7.56	8.56	9.56	10.56	11.56	12.56	1.56	2.56	3.56	4.56	5.56	6.56	7.56	8.56
C Bellvista Bvd, near Dumbarton Dr	5.59	6.59	7.59	8.59	9.59	10.59	11.59	12.59	1.59	2.59	3.59	4.59	5.59	6.59	7.59	8.59
B Caloundra Health Service	6.07	7.07	8.07	9.07	10.07	11.07	12.07	1.07	2.07	3.07	4.07	5.07	6.07	7.07	8.07	9.07
A Caloundra station	6.15	7.15	8.15	9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15	8.15	9.15

Saturday, Sunday & public holidays*

map ref Route number	608	608	608	608	608	608	608	608	608	608	608
	am	am	am	am	am	pm	pm	pm	pm	pm	pm
G Nirimba, Aura Bvd, near Park Ave	7.52	8.52	9.52	10.52	11.52	12.52	1.52	2.52	3.52	4.52	5.52
E Baringa Shopping Centre stop A	7.59	8.59	9.59	10.59	11.59	12.59	1.59	2.59	3.59	4.59	5.59
C Bellvista Bvd, near Dumbarton Dr	8.02	9.02	10.02	11.02	12.02	1.02	2.02	3.02	4.02	5.02	6.02
B Caloundra Health Service	8.10	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10
A Caloundra station	8.18	9.18	10.18	11.18	12.18	1.18	2.18	3.18	4.18	5.18	6.18

Explanations

* Public holidays – generally, a weekend timetable will operate on most gazetted public holidays. Please visit **translink.com.au** or call **13 12 30** for confirmation of public holiday timetables.