The right mix – better roads and improved public transport

The Sunshine Coast is growing fast and we need to take steps to make sure the region keeps moving – now and into the future.

The Queensland Government is planning to deliver over $15 billion worth of transport infrastructure for the Sunshine Coast over the next 20 years.

Large scale transport projects (such as the Beerwah to Maroochydore rail line and the road component of the Multi-Modal Transport Corridor) will “do the heavy lifting” in terms of moving the majority of commuters between Caloundra and Maroochydore.

The CoastConnect — Caloundra to Maroochydore corridor will cater for a higher proportion of shorter, local trips by local residents, shoppers, students/ school children and tourists. It is a cost effective public transport solution that can be delivered in stages and builds upon the existing bus system.

Reduced impacts

The revised concept designs attempt to strike the right balance between minimising local impacts and providing the benefits of improved public transport priority. The Department of Transport and Main Roads has minimised the impacts on existing traffic lanes, parking and property as much as possible. The majority of CoastConnect bus/transit lanes will be built in addition to existing general traffic lanes.

How CoastConnect — Caloundra to Maroochydore works with the future Beerwah to Maroochydore rail line and Multi-Modal Transport Corridor motorway-standard road to provide a balanced transport system for the Sunshine Coast.

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CoastConnect = reliability

One of the things people love about the Sunshine Coast is that it’s pretty easy to get where you want to go. We don’t yet face the major congestion problems that other cities face. But if the Department of Transport and Main Roads does not put plans in place to deal with the massive growth pressures facing the region, it won’t always be this way. CoastConnect — Caloundra to Maroochydore is part of the Queensland Government’s plan to deliver a balanced transport solution for the Sunshine Coast into the future.

Travellers want reliable travel times. They want to know that a trip will take a half-hour today, a half-hour tomorrow, and so on. Unexpected delays have large consequences and travellers tend to remember the few bad days they spent in traffic, rather than an average time for travel.

Bus priority measures

A bus-based system is the best solution for the Caloundra to Maroochydore corridor because it will serve the greatest number of surrounding suburbs and cause less disruption for local residents. Bus systems are also more flexible and less expensive to build than rail lines, making them ideal for established neighbourhoods.

As traffic increases, so does the risk of accidents and unexpected delays. This results in late bus services and frustration for users. Introducing bus priority, such as dedicated bus/transit lanes and bus queue bypass lanes at major intersections, through known trouble spots reduces the total travel time during average and peak holiday periods. Therefore, public transport users can expect to reach their destination on time more often or with fewer significant delays.

Averages don’t tell the full story

![Graphs showing how traffic conditions are perceived and what travellers experience.](#)

Bus priority measures improve travel times and reliability

![Graphs showing how average travel times vary between an average day and the worst day of a holiday period and how bus priority measures can reduce total travel time.](#)