

20. Project staging

20.1 Introduction

The CoastConnect — Caloundra to Maroochydore project has been planned to be built and opened in stages. Staging the project would result in the following advantages:

- enable the government to cost effectively deliver the highest priority sections of the project in the short term
- enable the project to be delivered in sections as demand for public transport along the corridor grows
- lessen the impact of the project's construction on the local community and road users by deferring construction of certain sections
- be timed to complement other planned transport projects, including the Multi-Modal Transport Corridor (MMTC) motorway-standard road and the Beerwah to Maroochydore rail line (CAMCOS)
- be timed to complement other planned infrastructure projects, such as the Sunshine Coast University Hospital and Kawana Town Centre.

This indicative staging information is based on the transport network in 2010, with assumed staged delivery (subject to government approval) of the MMTC and CAMCOS projects according to the indicative timelines set out in the 2010 South East Queensland Infrastructure Plan and Program (SEQIPP). This staging information would need to be reviewed should the transport network be significantly modified (for example, intersection upgrades) or if delivery timeframes of these other major transport projects are changed.

The information in this chapter is indicative only and the project's staging and delivery timing are subject to ongoing review and investigation.

20.2 Staging considerations

A major benefit of bus-based transport improvements is that they can be introduced in stages as needed and as funding becomes available. This means public money can be spent effectively when and where it is most needed. Apart from need and funding, the timing of other transport and local development projects are also important considerations where staging is concerned.

20.2.1 Need and funding

CoastConnect — Caloundra to Maroochydore is identified in the 2010 SEQIPP as a planned infrastructure project. It is part of the Queensland Government's plan to deliver a significant amount of transport infrastructure projects for the Sunshine Coast over the next 20 years. Subject to government approval, the CoastConnect improvements are planned to be completed in stages between 2014 and 2019.

As with all major infrastructure projects, the availability of funding will depend on competing infrastructure priorities across the state and is subject to future government consideration.

20.2.2 CoastConnect is part of an overall system

The CoastConnect proposal is part of an overall transport system for the Sunshine Coast. The improvements identified in this project would combine with other major transport projects to keep the coast moving into the future. As outlined in Chapter 1 this project is planned to work hand-in-hand with the Beerwah to Maroochydore rail line and the Multi-Modal Transport Corridor arterial road. Together, these transport projects will dramatically improve the transport capacity of the Sunshine Coast.

Timing of MMTC

The MMTC arterial road in particular is critical to the successful staged delivery of CoastConnect. For example, the Mooloolah River crossing section of the MMTC arterial road is seen as an important first step prior to the consideration of CoastConnect solutions through this area. Additional general traffic lanes would be required over the Mooloolah River before CoastConnect's bus lane proposals are implemented on the northern section of Nicklin Way. In this respect, staging of the CoastConnect project is dependent on timing of the MMTC. By timing the delivery of the CoastConnect infrastructure in this area after provision of the MMTC arterial road, appropriate access can be maintained over the river and traffic impacts would be minimised for the local community. Planning is continuing for the MMTC. The CoastConnect and MMTC project teams are working together to assess opportunities for optimal delivery and integration.

While no decisions have yet been made on staging priorities and delivery timing or funding, early delivery elements could include the Maroochydore, Kawana Town Centre and Kawana Shoppingworld bus stations and bus stop improvements through Caloundra.

These aspects will be taken into consideration as staging priorities are determined in the future.

20.2.3 Integration with local development

Development within the CoastConnect corridor will provide opportunities to see elements of the project delivered in an integrated fashion to minimise local impacts. This could include integration with Caloundra City Centre, Sunshine Coast University Hospital, Kawana Town Centre, and Maroochy Principal Activity Centre.

Development of elements of the Caloundra City Centre

Caloundra City Centre is intended to develop as the most significant activity centre in the former Caloundra City Council area. It is intended that this precinct will cater for the major concentrations of commercial, retail, civic, cultural, educational and community activities with the intent of facilitating public transport initiatives.

One of the significant aspects of this area is the planned establishment of a transit-oriented community centre around a future train station which will form part of the CAMCOS rail alignment and the intention for improved transport linkages between this station and the tourist-orientated retail and commercial areas.

Sunshine Coast University Hospital

Construction of this new hospital is due to start in 2014. It will be a teaching and research facility, working together with educational facilities in the area to create an active learning environment. The hospital will be built on a 20-hectare site at Kawana, located adjacent to planned retail, residential and commercial developments.

This site was chosen because of its close proximity to the Kawana Town Centre and it will be easily accessible by a range of different transport modes, including the Multi-Modal Transport Corridor, Caboolture to Maroochydore rail line and CoastConnect — Caloundra to Maroochydore bus services.

Development of the Kawana Town Centre and related retail areas

The general area comprising the future Sunshine Coast University Hospital, Kawana Business Village, Lake Kawana Community Centre, Kawana community college, Quad Park and Kawana Shoppingworld is identified to provide for the subregional level commercial, retail, civic, cultural and community needs of the northern part of the former Caloundra City Council area. There will be a range of higher densities designed to foster the development of public transport initiatives within this precinct.

Maroochydore Principal Activity Centre

Sunshine Coast Regional Council through its Maroochydore centre position paper intends to facilitate development in Maroochydore that integrates public transport and land use planning to promote more compact urban growth, connect people and places comfortably, conveniently and effectively. Key stakeholders in this area are expected to develop their sites in accordance with this strategy and it is expected that higher densities will be achieved.

The CoastConnect — Caloundra to Maroochydore project team works in close partnership with government stakeholders and industry to assess opportunities for integrated delivery. These opportunities will be taken into consideration as staging priorities are determined in the future.

Figure 20-1 shows the proposed priorities for the CoastConnect corridor and these are described in the sections following

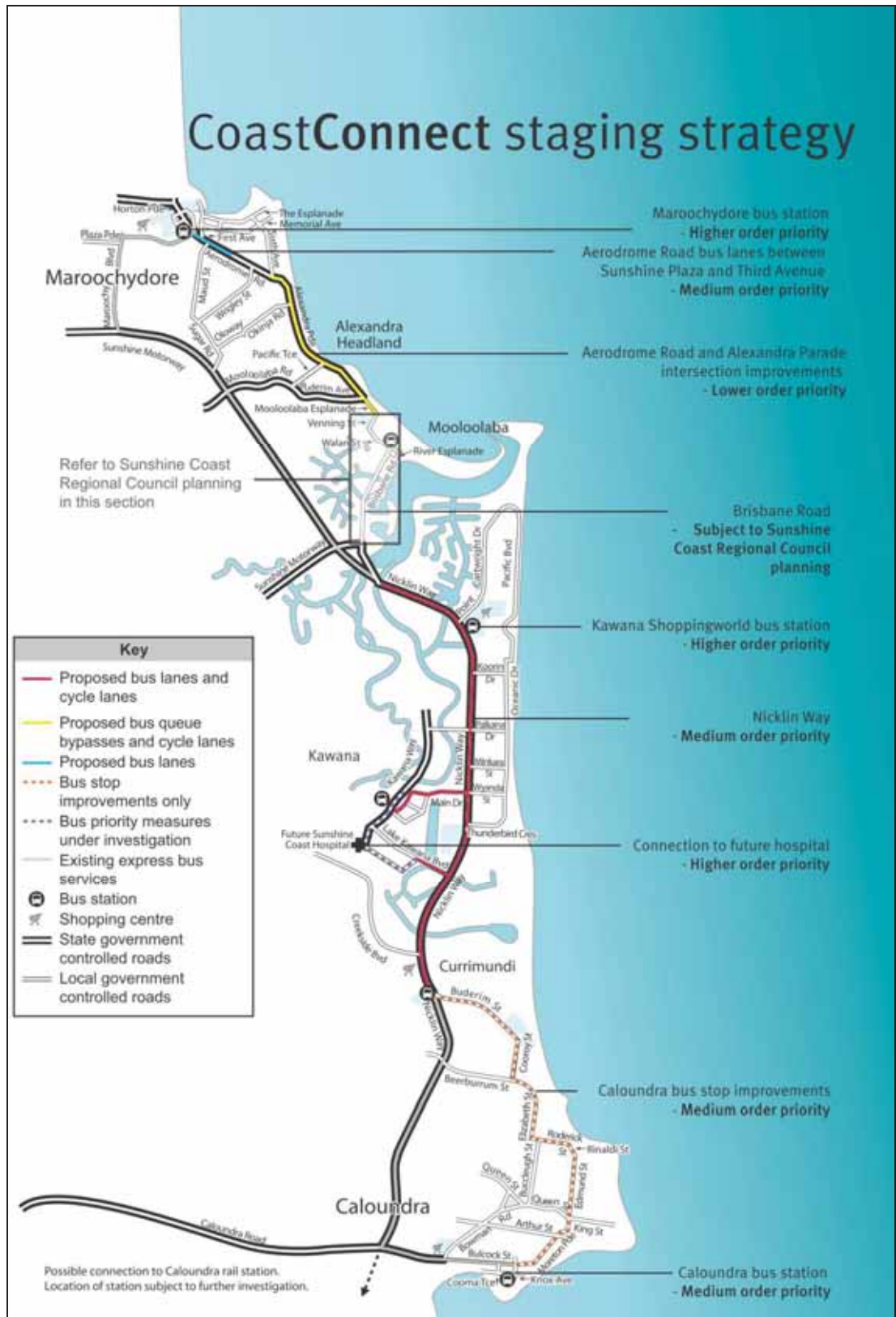


Figure 20-1: Staging priorities for CoastConnect

20.3 General description of potential staging opportunities

The 2010 South East Queensland Infrastructure Plan and Program identifies staged delivery of the CoastConnect — Caloundra to Maroochydore project between 2014 and 2019. Within the context of this indicative timing, the sections below are described as follows:

- higher order priority — providing infrastructure beneficial in the short term
- medium order priority — providing infrastructure beneficial in the short-to-medium term
- lower order priority — providing infrastructure beneficial in the medium term.

Sections 1 and 2 — Caloundra to Currimundi

The Caloundra to Currimundi bus stop improvements and the Caloundra bus station are identified as medium order priorities.

These sections of the project would include the following works:

- bus station at Cooma Terrace, Caloundra
- upgraded bus stops along Bulcock Street, Moreton Parade, Rinaldi Street, Edmund Street, Elizabeth Street, Beerburum Street, Cooroy Street and Buderim Street.

Section 3 — Nicklin Way

The Kawana Shoppingworld bus station is identified as a higher order priority.

The Nicklin Way bus lanes and Currimundi bus station are identified as medium order priorities.

These sections of the project would include the following works:

- bus station at Currimundi Market Place
- bus lanes along Nicklin Way between Buderim Street and the Mooloolah River
- cycle lanes along Nicklin Way between Buderim Street and the Mooloolah River
- upgraded bus stops along Nicklin Way.

Sections 4 —Kawana Town Centre

The connection to the future Sunshine Coast University Hospital, Kawana Town Centre bus station are identified as higher order priorities.

These sections of the project would include the following works:

- bus station at Kawana Town Centre
- bus lanes on Lake Kawana Boulevard between Nicklin Way and west of Lake Kawana
- bus stops near the future Sunshine Coast University Hospital, along Kawana Way and Main Drive.

Section 5 — Mooloolaba

Planning and delivery of this section is being lead by the Sunshine Coast Regional Council.

Section 6 — Alexandra Parade

The Alexandra Parade intersection improvements are identified as a lower order priority.

This section of the project would include the following works:

- bus queue bypass lanes either side of Buderim Avenue, Pacific Terrace and Okinja Road, and on the south-bound side of the Mari Street intersection to give buses priority
- cycle lanes between Venning Street and Sixth Avenue
- upgraded bus stops along Alexandra Parade
- signalisation of Mari Street and Alexandra Parade intersection
- potential reconfiguration of Alex Surf Club car park
- potential replacement parking at Boolarong Crescent and near Seabreeze caravan park.

Section 7 — Maroochydore

The Maroochydore bus station is a higher order priority and has been identified for potential short-term delivery. This bus station is the heart of the Sunshine Coast public transport system, with scores of local bus routes delivering thousands of passengers into the centre of Maroochydore each year. Building a high-quality Maroochydore bus station that connects with Sunshine Plaza, Cotton Tree and Big Top is likely to be the critical first step to improving the Sunshine Coast public transport system. The CoastConnect — Caloundra to Maroochydore team is working with TransLink to complete the necessary design work to enable this station to be built as a priority.

The Aerodrome Road bus lanes between Sunshine Plaza and Third Avenue are identified as a medium order priority. The Aerodrome Road intersection improvements have been identified as a lower order priority.

This section of the project would include the following works:

- bus station on Horton Parade
- bus lanes between Sunshine Plaza and Third Avenue
- bus queue bypass lanes either side of Sixth Avenue
- upgraded bus stops along Aerodrome Road
- possible future bus facilities at Church Street
- potential replacement parking near Kingsford Smith Parade and on southern side of Aerodrome Road between Rose Street and Second Avenue.

20.4 Future investigations

The information in this chapter is indicative only and the project's staging and delivery timing are subject to ongoing review and investigation.

The Queensland Government will decide on staging priorities after a complete analysis of the project's anticipated economic benefits and impacts, with key dates to be announced in future.