

Appendix D

Summary of issues and responses –
consultation on revised concept designs

CoastConnect – Caloundra to Maroochdore

Round 3: Summary of feedback

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Revised concept design options

Consultation on the revised concept design options for CoastConnect - Caloundra to Maroochydore was conducted between 29 June and 7 August 2009. A total of 283 people contacted the project team through various methods including submitting feedback forms and written submissions, calling the project hotline and attending consultation events.

Some of the key issues raised by the community included the revised concept design options, the proposed loss of parking, pedestrian access and safety, bus stop locations, property impacts and cycling provisions.

*Please note not all responses have been included in this report. In most instances, comments have been summarised and reflect responses from more than one community member.

Issue type	Summary of contents	Frequency
Parking	<ul style="list-style-type: none"> • On-street parking should be retained for businesses and residents. • Objection to parallel parking on Brisbane Road. • Reduce lane and footpath widths to retain parking. • Provide more car parking mitigation. • Concerns over loss of parking and subsequent impacts on businesses. • Mooloo Park on Brisbane Road should be used for car parking. • Side streets along Brisbane Road should be used for car parking. • Offset parking should be placed on the western side of the road and in side streets rather than using foreshore area. 	14%

Response

In response to community feedback from the previous round of consultation, the project team investigated opportunities for additional car parking on Alexandra Parade and Aerodrome Road in order to offset parking lost under the revised designs. In response to community feedback, as much offset parking as possible has been moved away from the foreshore area and additional potential parking offset sites have been flagged for future investigations.

Based on a multi-criteria analysis the CoastConnect team has selected on-road cycle lanes for Brisbane Road. Under this option angle-parking will be converted to parallel parking where necessary. However, the team has flagged a number of possible offset parking sites in the area for investigation in future design phases.

Where possible, the revised draft concept designs have reinstated parking on Nicklin Way which was removed by the previous concept designs. However, geographical, planning and engineering constraints have prevented this in some locations, particularly around intersections.

The CDIMP includes an economic chapter which gives an overview of the impact reduced on-street parking may have on businesses. It also investigates the benefits of providing high-quality public transport in front of businesses.

Issue type	Summary of contents	Frequency
Concept design	<ul style="list-style-type: none"> • Support for revised concept designs along Alexandra Parade. • Should the Alexandra Parade artist impression show a 5 metre queue bypass and not a 50 metre queue bypass? • There should be no buses at all going along Alexandra Parade. • Nicklin Way should have right-turn capacity minimised to improve north-south traffic flow. • Extend Nicklin Way south to minimise use of coastal access roads for through traffic. • The foreshores of Mooloolaba and Alexandra Headland should be kept as a tourist strip. 	20%

Response

The CoastConnect project team has worked hard to find a balanced solution for providing bus priority on Alexandra Parade. We are pleased to see that the community has generally supported our planning for this important destination.

Traffic modelling performed as part of the CoastConnect project has shown that 50 metres is required after an intersection for a bus queue bypass to operate safely on Alexandra Parade. This design is preliminary only and will be refined using more detailed traffic modelling in subsequent design phases, which will take place shortly before construction.

The requirement for buses to access Mooloolaba and Alexandra Headland has been demonstrated by the extensive traffic modeling undertaken by the project. This modeling has shown that demand for transport to these areas will increase substantially over the next 20 years. Express services will still be routed via the Sunshine Motorway.

High-speed, high-quality north-south links between Caloundra and Mooloolaba will be resolved by the construction of the multi-modal transport corridor. Construction of this road will allow Nicklin Way to serve the role of an arterial connector road to homes and business between Caloundra and the Mooloolaba River.

Issue type	Summary of contents	Frequency
Bus station location and design	<p>Comments relating to the proposed location of bus stops and stations were received. Comments included:</p> <ul style="list-style-type: none"> • All bus stops should be set back out of the line of cars off the main carriage ways. • The bus stop at Kawana Centre should be designed as an intra-modal station with local buses going to Kawana Island, the new hospital, etc. • There should be a multi-modal station near the junction of Buderim-Mooloolaba Road, Sugar Road and Wisers Road and an intra-modal station at the junction of Brisbane Road, Nicklin Way and the motorway. • The Kawana Town Centre bus/rail station and future motorway interchange should go on the already cleared/reclaimed land. • The bus stop at the corner of Russell Street and Edmund Street should remain unchanged. • The bus terminal should be relocated on vacant land in Milwell Street, Maroochydore which is adjacent to 'Maroochy Boulevard'. • There should be fewer bus stops on the plans. Bus stops need to be in areas where visitors to the area want to be. • Objection to the location of the bus terminal on the eastern side of Sunshine Plaza; it should be placed on the west around Maroochy Boulevard. 	10%

Response

CoastConnect has indented all bus stops along express routes to ensure efficient running. Locations where bus stops have remained 'on-road' are along all-stops routes. This means that in these locations significant property and environmental impacts can be avoided.

Multi-modal/intermodal stations are proposed by the MMTC and CAMCOS projects at Kawana Island, Mountain Beach and Maroochydore Town Centre. CoastConnect will complement this planning and connect other locations to these stations.

The cleared/reclaimed land in the Kawana Town Centre precinct has already been earmarked for the construction of Kawana Town Centre. Consequently, it is not possible for the bus/rail station to be placed in this area.

The bus stop on the corner of Russell Street and Edmund Street is no longer proposed to be moved.

The location of bus stops and stations has been based on extensive traffic modeling and network analysis. Stops have been positioned based on expected demand. Bus stop spacing has been developed to bring as many people as possible within 400 metres of a stop or station.

Issue type	Summary of contents	Frequency
Bus services	Comments included: <ul style="list-style-type: none"> • Can we get a bus along Suncoast Drive, Lumar Drive at Mt Coolum? • Assume bus route to Golden Beach and Caloundra Road will be improved to be able to use new design of Comma Terrace Platforms. • Express connection from Caloundra South and towns like Landsborough and Beerwah is needed maybe along Nicklin Way rather than Currimundi. • An express bus should run along Nicklin Way with a few intra-model stations (Currimundi and Lake Kawana Boulevard). • Express buses should run along Nicklin Way and the motorway. • Request for bus service and bus stop in Allora Drive, Maroochydore to service Allora Gardens (Retirement Village) at Maroochydore. • Bus services in the Caloundra area do not run where people need to go and need to be revised. 	7%

Response

The operation, routing and timing of bus services in South East Queensland is managed by the TransLink Transit Authority. While there are links between the CoastConnect team and TransLink, changing the operation of bus services is outside the scope of the CoastConnect project. The CoastConnect team has forwarded all service enquiries and comments to TransLink for consideration.

Under the CoastConnect plans express buses will continue to use Nicklin Way and the Sunshine Motorway between Caloundra and Maroochydore. The Caloundra Eastern Beaches route and the Mooloolaba/Alexandra Headland route will be accessed only by all-stops services.

Issue type	Summary of contents	Frequency
Property	Comments were received from community members about how the project would affect property owners and tenants, specifically the loss of property. Please note, in order to maintain confidentiality, none of the responses from private property meetings have been reflected within this section of the report.	5%

Issue type	Summary of contents	Frequency
Safety	<ul style="list-style-type: none"> • Reduce speed limits and introduce traffic calming, particularly along Alexandra Parade. 	1%

Response

The issue of de-maining Alexandra Parade (narrowing the road and creating a low-speed environment) is outside the scope of the CoastConnect project. The Minister for Transport, Rachel Nolan, has raised the matter with the Minister for Main Roads, Craig Wallace and the Mayor the Sunshine Coast Regional Council, Bob Abbott, for further consideration.

Issue type	Summary of contents	Frequency
Environment	<p>People were concerned about the effect the project would have on the environment including impacts on green space. Comments included:</p> <ul style="list-style-type: none"> • There should be some street-scaping with trees, hedges, flowers. • The seaside and beach are our lifestyle draw card for visitors... areas close to the sea should maximise this as a tourism/café and parking/slow thru traffic opportunity. • Concerns at the proposal to dig up part of the park land in Boolarong Crescent to provide more car parking spaces. • Retain park and greenery particularly near the beach. 	4%

Response

As noted above, the issue of converting Alexandra Parade and Aerodrome Road to low-speed environments is outside the scope of CoastConnect, but the matter has been raised with the relevant authorities.

As also noted above, as much proposed offset parking as possible has been moved away from the foreshore area in order to retain park and green space.

Landscaping on the corridor will be considered in detail during subsequent design phases and in discussion with Sunshine Coast Regional Council.

The CoastConnect plans now propose realigning the road near Boolarong Crescent in order to shift the parkland there to the foreshore side. There is still a proposed carparking site in this area to improve beach access. The memorial tree in this park land will be retained.

Issue type	Summary of contents	Frequency
Traffic impacts	<ul style="list-style-type: none"><li data-bbox="368 383 1007 412">• Divert through traffic away from Mooloolaba precinct.<li data-bbox="368 412 1046 441">• A solution is needed for traffic routes around the surf club.	6%

Response

The CoastConnect project works within the existing road hierarchy and does not propose any traffic management measures.

Issue type	Summary of contents	Frequency
Construction	<ul style="list-style-type: none"> Bridge widening across Currimundi and Tooway Creeks will require works in the coastal management district and impacts on significant coastal wetlands. These works will require permits. 	6%

Response

The requirement for permits from other governmental agencies in order for construction works to take place has been noted. These permits will be sought during subsequent design phases prior to construction.

Issue type	Summary of contents	Frequency
Pedestrian	<ul style="list-style-type: none"> • Footpaths should be enlarged to the greatest width. • Boulevard footpaths of at least 2 metre are required. 	1%

Response

The CoastConnect project team has taken a “like-for-like” approach to existing infrastructure in developing the concept design. This means that where a facility such as a footpath exists, the preferred designs include a footpath of equal width. Amendments to such existing infrastructure will be further considered in future design phases, in collaboration with Sunshine Coast Regional Council.

Issue type	Summary of contents	Frequency
Cycling	<p>Comments were received regarding preferences for the three cycle options on Brisbane Road. Comments included:</p> <ul style="list-style-type: none"> • Need a bike path from the north end of the Maroochydore Bridge – Godfreys Road to Ocean Drive, Twin Waters. • Support for Nicklin Way cycling option. • There is a need for a bike specific stop/start lane at the traffic lights heading north where Buderim Road meets the Alexandra Parade and Mooloolaba Esplanade. • Preference for Kawana Way to have bike lanes. • Support for Copenhagen cycle option. • Extend the Copenhagen cycle option from Caloundra to Noosa. • Support for on-road cycle lanes. • Support for kerbside cycle lanes. • Need for bike lanes along the entirety of Brisbane Road. • Need for bike lanes on Alexandra Parade and Aerodrome Road. 	19%

Response

A multi-criteria analysis on the three cycle options for Brisbane road established that on-road cycle lanes provide the most balanced outcome. Based on community feedback and discussions with Sunshine Coast Regional Council, CoastConnect now proposes providing cycle lanes along the full length of Brisbane Road. The project also now proposes implementing cycle lanes on Alexandra Parade in partnership with council.

Kawana Way is a state-controlled road, and provision of cycle lanes on this corridor is a Department of Transport and Main Roads responsibility. Sunshine Coast Regional Council is developing the Kawana Town Centre master plan, which will establish an overall cycle strategy for the area. The Department of Transport and Main Roads are collaborating with council as a key stakeholder in this area.

Planning for the provision of cycle facilities outside the CoastConnect corridor is controlled variously by Sunshine Coast Regional Council and the Department of Transport and Main Roads' cycle planning team. Where community requests for such facilities have been received, these requests have been forwarded on to the appropriate officers in each organisation.

Figure 1- Pie chart: Key issues - round 2- draft concept design options

