



Sunshine Coast transport connectivity – Caloundra-Maroochydore



LOCATION

Sunshine Coast, Queensland

GEOGRAPHY

Smaller cities and regional centres

SECTOR

Transport

OUTCOME CATEGORY

Efficient urban transport networks

PROPONENT

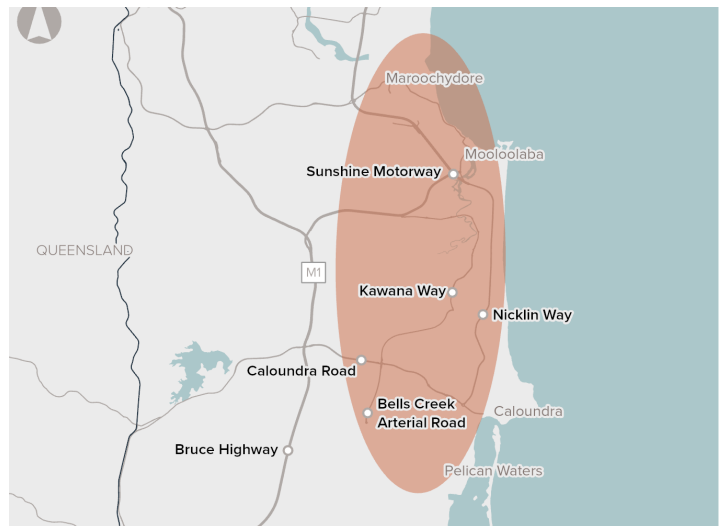
Queensland Government

PROBLEM

Near term (0-5 years)

DATE ADDED

24 June 2022



Problem

The Sunshine Coast’s population is forecast to grow at 2% per year between 2020 and 2041 – an increase of approximately 190,000 people. Almost half of the additional population is anticipated to live in the coastal corridor between Maroochydore and Caloundra and the adjoining Caloundra South. Employment is forecast to grow most strongly around Maroochydore, at the north of this growth corridor.

Without greater transport connectivity and capacity between Caloundra and Maroochydore, the increasing demand along the north-south coastal corridor will exacerbate existing road congestion and delays.

There is an opportunity for multi-modal transport connectivity to support the growing population, as well as land use changes that bring people closer to where they work, study and visit other destinations.

Early-stage proposal

Strategic Fit

Increased transport connectivity and capacity between Caloundra and Maroochydore will support the SEQ Regional Transport Plan and Sunshine Coast Integrated Transport Strategy by catering for growth and potentially reducing reliance on car travel.

Societal Impact

Addressing the problems will reduce time spent in congestion, help improve safety and connectivity, and potentially offer greater travel choices for people on the Sunshine Coast.

Deliverability

The proponent has investigated options for a new motorway link (Kawana Motorway) between Mooloolah River Interchange and Kawana Way Link Road (Infrastructure Australia published the evaluation for the Mooloolah River Interchange upgrade in March 2022). Simultaneously, the Sunshine Coast Council has completed an analysis of mass transit options for the coastal corridor.

The proponent should consider the multimodal needs in the corridor and how to address the problems as an integrated package. For instance, transport initiatives for both regional and local needs, such as roads (arterial and local), public and active transport investments, as well as integration and sequencing of these initiatives.

Next steps

Proponent to identify and analyse potential investment options (Stage 2 of Infrastructure Australia’s Assessment Framework) to develop a suite of potential responses to the identified problem.

In conjunction with multi-modal options for intra-regional trips, the proponent should also consider broader connectivity to Brisbane in line with the *National Faster Rail Agency’s Faster Rail Plan (2019)* and *Transport and Main Roads, Regional Transport Plan for South East Queensland (2021)*.

Refer to [Infrastructure Glossary](#) for terms and definitions.