

Karawatha Drive Cycle Track, Mountain Creek

Project summary

Karawatha Drive, between Golf Links Road and Prelude Drive/Lady Musgrave Drive is recognised as a *Priority A* Route in the Queensland Government's [Principal Cycle Network](#). This rating is the highest priority allocated to provide valuable and safe active transport connections for people walking, riding and using micro-mobility. Refer [Figure 2](#).

People riding bikes on Karawatha Drive currently share the road shoulder and traffic lanes with motor vehicles and share the footpath with people walking. Building a 1.6km separated cycle track will improve riding confidence and safety for all users, and provide an efficient travel route to nearby destinations such as schools, TAFE, businesses and Mooloolaba.

The project will create a low stress bike riding experience. Research* shows that a separated cycle track (with concrete between the lane and vehicle traffic) provides new and cautious cyclists with significantly more confidence (83%) when compared to a painted cycle lane (22%). Refer [Figure 1](#).

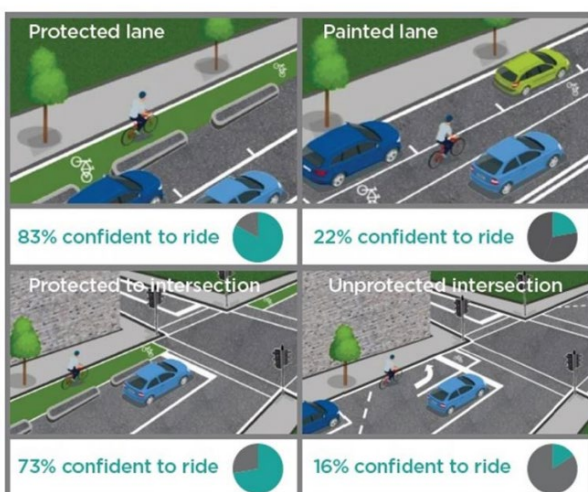


Figure 1 Riding confidence *Source City of Melbourne 2017.

Walking and cycling will play an important transport role in the future. Active transport will help deliver improved mobility, safer streets, healthier residents and a reduced impact on global climate.

The new separated cycle track aligns with council's [Corporate Plan for 2022-2026](#) which outlines a 'Strong Community' goal of encouraging a healthy and active community through planning and delivery of the transport network to support active transport modes via the [Integrated Transport Strategy](#).

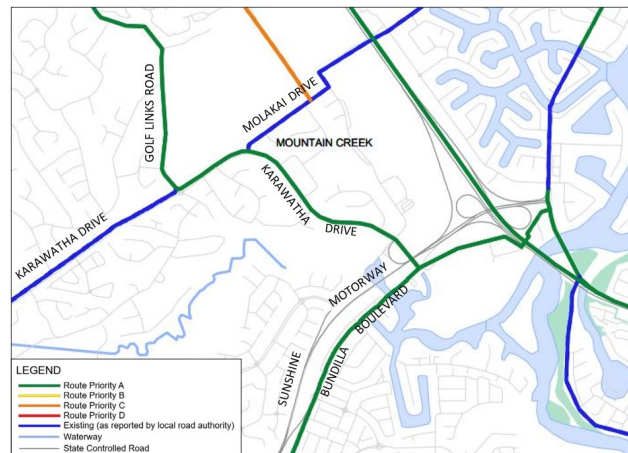


Figure 2 Karawatha Drive **Priority A** Route 'link'



Figure 3 Low stress separated cycle track

Community engagement

In 2021 Council undertook initial consultation with residents to share the proposed concept designs.

In July 2022 Council asked our community for feedback on three separated cycle track design options to arrive at a preferred option.

Option 2 - retaining car parking received the most support (48%), followed by Option 1 - retaining vegetation (29%), and Option 3 – a compromise between parking and vegetation (23%). Option 2 is now progressing to detailed design.

New separated cycle track design

The selected design* features:

- A new 2m wide cycle track adjacent to the footpath and physically separated from traffic lanes or parking bays by approximately 0.6m
- A 2.3m kerbside parking corridor, separated from the traffic lane by approximately 0.6m
- A 3.5m traffic lane
- A narrowed centre median
- All bus stops and bus shelters will remain in their current locations. The bus area will be within the kerbside parking corridor
- Intersection improvements.

Refer Figure 4 over page.

In selecting Option 2, our community expressed a strong desire to retain 100% of kerbside parking along Karawatha Drive. This option showed narrowing the existing centre median (traffic island), removing median parking, and initially removing most of the existing vegetation based on the reduced median width.

Approximately 40% of the existing vegetation will be **retained** in the first phase of construction. Revegetation works will then take place on the narrowed median before the cycle track is constructed.

The cycle track may be constructed in stages over several years, subject to funding.

**Note exact design widths will be determined during detailed design.*

Revegetation and construction staging

As part of the project, extensive revegetation will take place. Construction activity will likely be staged to ensure the maximum available period of growth for newly planted vegetation.

Early construction works will involve removing required vegetation and replanting the median with native tree and plant species that range in size.

The construction stage will see the widening of the road, installation of the cycle track and further landscaping works. The existing vegetation, combined with the newly planted trees and plants once established, will provide welcome shade for people walking and riding along Karawatha Drive and neighbouring pathways.

As part of this project, council will also seek additional local planting opportunities to increase fauna habitat near Mountain Creek Lake and Mountain Creek, away from traffic.

Where to from here

The following indicative timeline is subject to funding, construction staging and the appointment of a construction contractor.

- 2021- 2022. Community engagement. Option 2 Design selected.
 - **WE ARE HERE**
- Late 2022 – early 2023. Detailed design for construction purposes.
- Mid 2023 – late 2023. Early works. Narrowing of median and staged vegetation removal and revegetation.
- Mid-late 2023 – mid 2024. Cycle track construction commences. Construction may be staged in sections over several years.

Access to Karawatha Drive, including adjacent residences and businesses

Karawatha Drive will remain open to traffic during construction. Some detours, partial lane closures and nightworks may be required at times.

Further information, including potential construction staging, will be provided to our community in early 2023, subject to funding and a construction contractor being secured.

Council and the construction contractor will liaise directly with residents and businesses along the cycle track route to advise them of the construction program, including any temporary changes to access.

Register for future updates or further information

Council's commitment to sustainability means that all future updates will be emailed to those who register to receive them. To register for updates, please subscribe <https://our.sunshinecoast.qld.gov.au/LP=206>.

You can also seek further information about the project by emailing the team on karawathacycleproject@sunshinecoast.qld.gov.au

or contact council's customer service team (please quote 'Karawatha Drive Cycle Track Project) via:

mail@sunshinecoast.qld.gov.au

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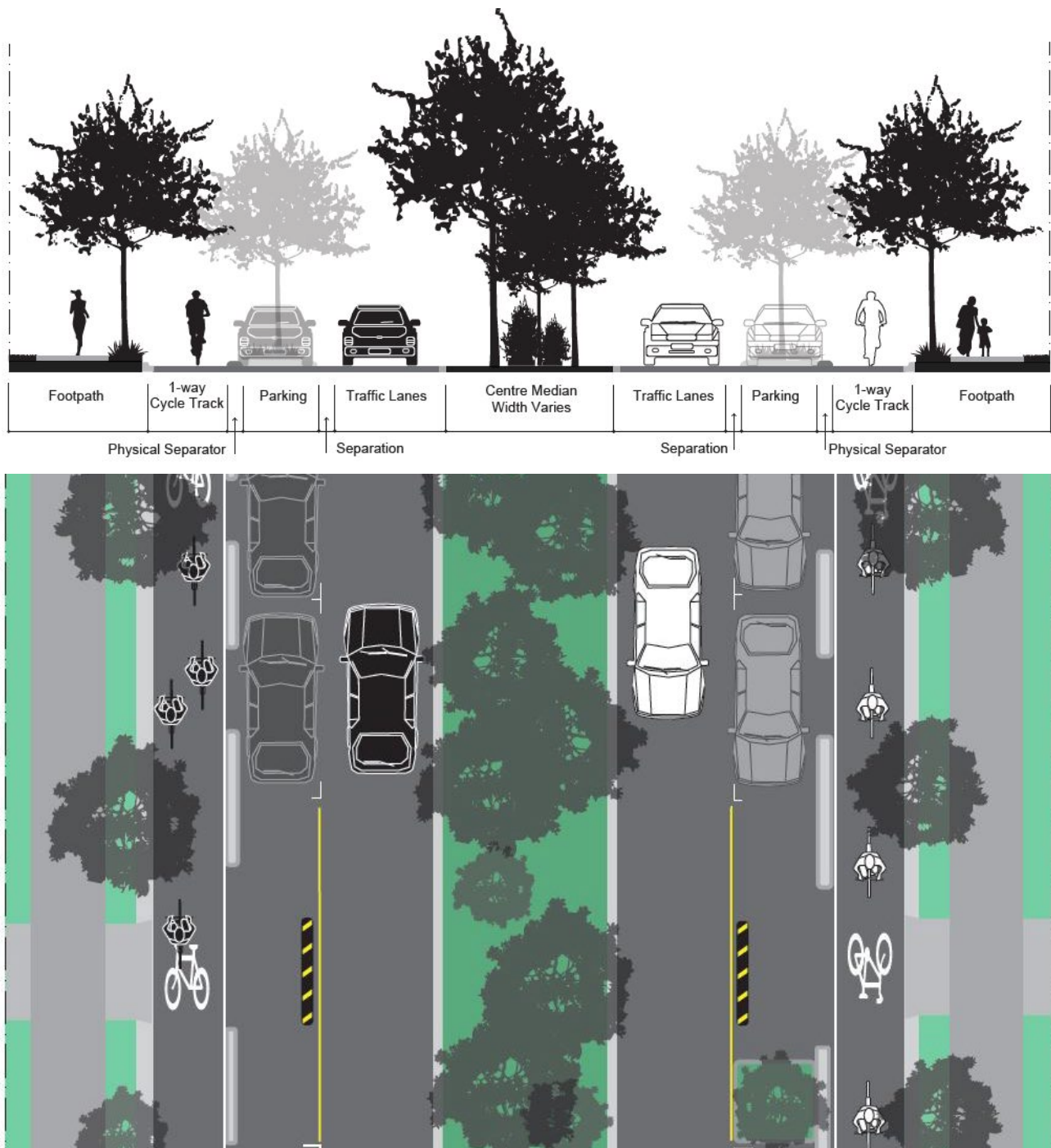


Figure 4 Our community's preferred option for the cycle track, Option 2 (indicative only).



I would like to thank community members for participating in the recent community engagement, which resulted in Option 2 being selected as the preferred separated cycle track design. This important active transport link will enable people of all ages to travel more safely to school, work and other local destinations by reducing conflict with motorists. I am glad that early revegetation works will be prioritised as part of the project, prior to the cycle track's construction.

Cr Christian Dickson, Division 6