

## Upgrading Omrah Avenue to Nicklin Way



Artist impression of two way cycle track and pedestrian pathway which follows the length of the corridor. Illustration is indicative only.

### Project update

Following our July 2021 Community Update newsletter, the Australian Government, Queensland Government (through the Department of Transport and Main Roads) and Sunshine Coast Council are continuing to deliver a major transport infrastructure upgrade to meet the current and future needs of motorists, cyclists, pedestrians and public transport users in Caloundra.

The 1.6 kilometre Caloundra Transport Corridor Upgrade (CTCU) has been planned over the past eight years and will connect the Caloundra CBD and Omrah Avenue to Nicklin Way.

The level of service provided by the current roads and pathways serving Caloundra is a significant issue for our community and will continue to worsen.

Add another 200,000 people who are expected to choose to live on the Sunshine Coast by 2041, and our population is expected to increase to more than 500,000.

Planning and delivering alternative routes now is critical to help reduce traffic congestion and provide new walking and cycling pathways connecting our Caloundra community.

The CTCU is a multi-staged project to be delivered over a number of years.

### Thank you for your feedback

*The CTCU project team received a wide range of valuable feedback on the concept design which will directly inform the project's next stages.*

*This newsletter provides answers to some of the frequently asked questions.*

## Who is responsible for the project?

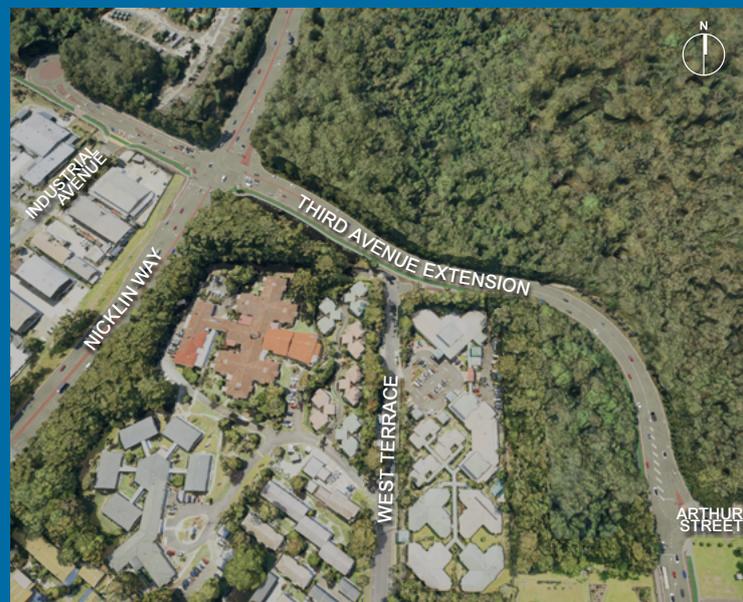
The project is made up of two sections:

### Section 1

**Sunshine Coast Council** is responsible for delivering *Section 1 Omrah Avenue to Arthur Street.*

### Section 2

The **Department of Transport and Main Roads (TMR)** is responsible for delivering *Section 2 Nicklin Way and Third Avenue extension.*



*Section 1 is funded by Council and is estimated to cost \$19.6 million. Section 2 is part of the \$18.2 million upgrade to the Nicklin Way-Third Avenue Connection with the Australian Government committing \$7 million under the Infrastructure Investment Program, the Queensland Government \$7 million and Council \$4.2 million*

## How are impacts to Ben Bennett Bushland Park being reduced?

The Section 2 alignment provides a connection to Industrial Avenue, a new four-way signalised intersection at Nicklin Way and transport infrastructure along the currently cleared Energy Queensland's power line corridor, connecting to Third Avenue at the Arthur Street intersection.

Council is working with TMR to minimise the footprint on Ben Bennett Bushland Park, wherever possible. The concept design of the Nicklin Way intersection and alignment through this area affects only about two per cent of the park and it is likely this will be reduced when the design is refined.

This will be investigated during the detailed design process to be undertaken in 2022.

## Can active transport connections be improved?

Council has plans to improve walk and cycle infrastructure in Caloundra. Through detailed design, the project team will investigate further opportunities to connect walking and cycling routes, particularly in the north-south direction.

## What about Bicentennial Park?

The need and/or scale of works at Bicentennial Park is under review. This review will be guided by consideration of transport options and an environmental management plan which will be completed for Section 1 and 2 to help manage and protect local flora, fauna and cultural heritage ahead of construction.

## Why not two lanes?

As per best practice, it will be fit for purpose to meet the forecasted demand over the next 10 years. The project is being designed to deliver improved walking and cycling infrastructure adjacent to a low speed traffic environment (typically 50km/h).

Through detailed design the project team will review the number of lanes required for each section of the project and if feasible, stage the number of lanes being constructed initially.

## How was Section 1 alignment determined?

Eight alignments were considered during the options analysis in 2018. The Oval Avenue and Third Avenue alignments provide the best outcome.

Other potential alignments, such as Arthur Street, required more extensive property resumptions and had higher social and environmental impacts including greater impacts to Ben Bennett Bushland Park, and to the sporting and residential properties on various streets. Regardless of the alignment chosen, upgrades to Oval Avenue and Third Avenue would still be required.

The corridor's alignment has been determined by specialist consultants following a lengthy and detailed assessment of planning, environmental, social and engineering considerations, supported by numerous transport studies and community engagement processes over the past eight years.

## Why not upgrade the Caloundra Road-Nicklin Way roundabout?

This roundabout, managed by TMR, will be upgraded in the future, however to achieve this, traffic volumes through the roundabout must be reduced by constructing the CTCU project first.

The CTCU is an important first step in distributing traffic flow entering and leaving Caloundra and making it easier for the community to walk and cycle.

The CTCU is also necessary to address congestion on Nicklin Way and Caloundra Road, and flow-on impacts to local roads in Currimundi, Dicky Beach and Moffat Beach which are now becoming congested as motorists use alternative routes.

This project improves traffic distribution, delivering significant improvements to traffic flow at Caloundra Road/Nicklin Way and Caloundra Road/West Terrace intersections.

Without the CTCU, the Caloundra Road-Nicklin Way roundabout would likely require a multiple lane interchange which would have significantly more impact on property, noise and visual amenity.

This project is part of a broader plan to address Caloundra's pedestrian, cycling, private and public transport needs.

It is necessary to distribute some traffic demand onto the CTCU. This is because it is not socially or economically desirable, nor practicably possible, to widen Caloundra Road to the extent necessary to service the forecast growth of Caloundra.

## Engagement with our community

From August to November 2021, the community had the opportunity to view the CTCU Concept Design, speak with the project team, and provide feedback which will be considered as the detailed design brief is developed.

During this process:

**More than 27,000** people living in Caloundra received a printed copy of the Community Update newsletter

**More than 400** community groups, businesses and key stakeholders received an email copy of the newsletter

A further **30,000 people** across the Sunshine Coast received project information via social media, e-Newsletters, online and print media, the project website and updates from the local Division 2 Councillor

**Community drop-in sessions** were held on 14, 17, 19 and 23 August 2021 at Caloundra Shopping Centre and Caloundra Library

The project team met with community group representatives and received **more than 200** community enquiries or registrations of interest directly to the CTCU project email address.



Artist representation of Oval Avenue.  
Illustration is indicative only.



## A note from your local councillor

I would like to thank the community for your feedback on this vital multi-staged transport corridor, which will help the project team refine the detailed design.

The long term benefits of improving road safety, providing access to Caloundra and much-needed facilities to encourage more people to walk and cycle are some of the benefits of this project.

**Cr Terry Landsberg - Division 2**

### Where to from here?

TMR and Council are reviewing community feedback prior to progressing to detailed design. The project will now progress to detailed design in 2022.

The project team will provide a further update to the community in mid-2022.

### Keep up to date with the project

The project team will continue to keep the community informed as this vital piece of transport infrastructure is progressed.

- Visit the project webpage on Council's website (search for 'CTCU')
- Contact the project team or register to receive project updates on the email below
- Scan the QR code.



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*All information about the project is accurate at the time of distribution. Project outcomes including design, works and dates may be subject to change due to circumstances beyond Council's control.*

### Project timeline

2000	CALOUNDRA CITY PLAN
2013	CALOUNDRA AREA TRANSPORT STUDY
2016	CALOUNDRA CENTRE MASTER PLAN
2018	LOCAL GOVERNMENT INFRASTRUCTURE PLAN
2021	<i>Community feedback sought on concept design and continued investigations</i>
2022	<i>Detailed design process</i>
2023	<i>Detailed design completed and released to community</i>
Late 2023/24	CONSTRUCTION OF SECTION 1 AND 2
Late 2024	OPENING OF NEW TRANSPORT CORRIDOR

*We are here*

*Further info*

