

Maroochydore City Centre to Alexandra Headland Active Transport Link

Community Engagement Summary

3 November – 5 December 2025

The Maroochydore City Centre to Alexandra Headland (MCC2AH) Active Transport Link aims to improve the active transport network for walking and riding between these two important centres. Prior to the development of route options, Sunshine Coast Council invited community feedback on the proposed study area.

Community engagement

Engagement was open for a period of five weeks between 3 November and 5 December 2025. Engagement activities included:

- establishment of a Stakeholder Reference Group
- online survey and interactive map available on the Have your Say Sunshine Coast project page
- pop-up information sessions in three key locations
- 1:1 meetings with local interest groups, schools, active transport organisations and businesses.

The project team received strong engagement, with community members highlighting concerns about safety, accessibility, and the suitability of streets for active transport. Feedback emphasised the need for direct, safe,

and continuous connections between Maroochydore City Centre and Alexandra Headland, while also noting concerns about on-street parking and whether some streets are already too congested to safely accommodate an active transport path, alongside broader traffic and local amenity considerations.

Promotion highlights



3 community
pop-up sessions



8600 notifications delivered
to local households



Over **620** reached
on social media

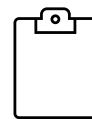


11,000 reached via
email campaign



2-week radio
campaign

Participation highlights



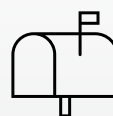
132 survey
responses



53% of respondents
travel this area daily



62 comments pinned
to the interactive map



21 email
enquiries
received



194 contributions on
Have your Say
Sunshine Coast

What we heard

There is wide support from our community on the need for improvements along the M2U Active Transport Corridor with a range of feedback and suggestions submitted during the consultation period.

Connectivity: Gaps in walking and cycling paths, particularly on Bungama, Parker, Maroubra, and Dalby Streets, force unsafe crossings. Residents suggested car-free routes via canals with elevated crossings at busy intersections.

Safety: High-speed traffic and hazardous intersections were key concerns, with calls for traffic calming, signalised crossings, roundabouts and separated walking-only and riding-only paths.

Parking and traffic: On-street parking demand and congestion continue to limit opportunities for dedicated active transport space. Many community members expressed strong opposition to the removal of on-street parking. Suggestions for managing this included introducing one-way street configurations, removing parking from only one side of the road as a compromise, and implementing a residential parking permit system.

Accessibility: Residents highlighted the need to accommodate children, older adults, and mobility device users with wider footpaths, kerb ramps, and shaded resting points.

Amenity and environment: Green spaces and coastal amenity are valued; residents cautioned against high-speed riding in parks and noted flood-prone areas.

Council response to feedback

The project team will be considering all feedback to evaluate all potential route options between the two centres to identify which alignments and treatments best meet the project objectives.

Specifically, we will:

- 1 – Undertake detailed options analysis to evaluate all potential route options considering safety, directness, feasibility, resident impacts, and environmental constraints and opportunities.
- 2 – Identify treatment types (e.g., separated pathways, shared active streets, crossings, traffic calming, etc.) appropriate for each potential route option.
- 3 – Review safety considerations, particularly around intersections, bus stops, high-traffic locations, and areas with known conflict points between walkers, riders and vehicles.
- 4 – Assess impacts to parking, property access and local traffic conditions, and then explore opportunities to minimise disruption.
- 5 – Work with the stakeholder reference group to test early ideas, gather local insights, and ensure community perspectives are incorporated throughout the options analysis process.

What's next?

Using community feedback, the design team will formulate potential route and treatment options. We will then present viable route and treatment options to the community during Phase 2 Consultation to gather feedback and guide the selection of a preferred route. The timing for Phase 2 Community Engagement is

planned for mid to late-2026 (timing to be confirmed).

Stay informed

Thank you to everyone who had their say and provided input. We appreciate your patience while the community feedback was collated, analysed and reviewed.

We will continue to communicate the project timelines and future opportunities to have your say on this project.

Stay informed by visiting the [Have your Say Sunshine Coast project page](#) and follow the project.

Contact us

If you have any other general enquiries, please contact the Council project team via email: ActiveTransportLinks@sunshinecoast.qld.gov.au

Key Theme	Summary of feedback supporting the project	Summary of feedback in opposition to the project	Project team response
Project support	The community has expressed strong support for the project, with 58% of respondents indicating they are supportive or very supportive (24% supportive, 34% very supportive). This aligns with feedback emphasising the benefits of improved active transport links, including safer and more direct pedestrian and cyclist routes, off-road pathways via drainage canals, and traffic-calming measures on busy streets. While concerns were raised regarding parking, intersection safety, and pedestrian–cyclist separation, the overall sentiment demonstrates clear community backing for the proposed improvements.	While the majority are supportive, a notable portion of the community expressed opposition to the project, with around 24% of respondents indicating they are unsupportive or very unsupportive (8% unsupportive, 16% very unsupportive). Key issues raised include existing congestion, street width constraints, impacts to on-street parking impacts, and the belief that dedicated two-way riding-only paths will encourage unsafe speeding.	The project is needed to improve safety and accessibility in this high-traffic area, providing dedicated active transport routes and crossings for pedestrians and cyclists while supporting sustainable transport and reducing conflicts with vehicles.
Parking	A number of stakeholders suggested on-street parking needs to be removed along	A small number of residents near or on the alignment expressed concern about	While Council will retain on-street parking where space allows, in some sections,

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	active transport routes to ensure walkers and riders don't have to navigate passing traffic.	changes to on-street parking.	changes to parking is essential to improve safety by providing dedicated space for people walking and riding.
Maud Street Canal as a potential route option	Strong support (very high upvotes). Some stakeholders consider it as a safe, direct route, that eliminates conflicts with cars and buses. Provides almost fully off-road link from CBD to Alexandra Headland Surf Club.	Concerns about graffiti, safety without fencing, and flood risk during storms.	The project team will investigate this as a potential route in the next phase of the project.
Parker Street as a potential route option	Some suggest that Parker Street should be considered as a potential route for its proximity to Aerodrome Road. Is already a high-density area where active transport should be encouraged.	Significant concerns about street width, parked cars, buses, and traffic volumes. Some say vehicles, buses, cyclists and pedestrians "don't fit". Some residents strongly support removing Parker St from consideration due to safety, car "hooning", narrow carriageway and flooding.	The project team will investigate this as a potential route in the next phase of the project.
Bungama/Maroubra Street as potential route option	Many (with moderate upvotes) see it as most direct, logical and already functioning as a bus and active transport link. Support for separated riding-only paths, widened walking-only paths and slower speeds (30–40 km/h).	Significant concerns about width, lack of on-street parking, buses, and traffic volumes. Some say vehicles, buses, cyclists "don't fit".	The project team will investigate this as a potential route in the next phase of the project.
Allambie Street as potential route option	Residents suggested that with likely increase in development, Allambie Street should become a one-way street that would also allow for the inclusion	Concerns about parking overflow from CBD workers in this area.	The project team will investigate this as a potential route in the next phase of the project.

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	of an active transport link. Residents expressed concerns that there are no pedestrian-safe corridors.		
Dalby Street as a potential route option	Nil	Dalby Street is very narrow, with current competition for space between local residents, CBD workers' vehicles, and buses. Concerns that an active transport link here would create a significant safety risk, and some residents say removing existing parking would be unfair.	The project team will investigate this as a potential route in the next phase of the project.
Aerodrome Road as a potential route option	Several stakeholders questioned why Aerodrome Road was not included in the project study area, suggesting that a safe, separate, and direct connection to Cotton Tree should be considered.	Nil	Aerodrome Road is a state-controlled asset, and any upgrades fall under the responsibility of the Department of Transport and Main Roads. For this reason, it has not been included in the study area and will not be considered as a potential route in the next phase of the project.
Safety of walkers and riders and need for crossings	Strong demand for crossings at multiple locations: Wirraway Street, Okinja Road, Maroubra Street, Alexandra Parade shops, Wrigley Street, Beach Access 153. Traffic islands and refuge areas widely supported.	Concerns about crossing placement near high-speed curves (e.g., Wirraway Street and Okinja Road dogleg).	The project team will investigate key locations for new/repositioned pedestrian crossings, and where warranted, traffic-calming infrastructure within the study area.
Accessibility, lighting and safety	The community believe separating walkers and riders from motor vehicles must be a priority and asked that Council also consider	Some concerns that a separated two-way riding only path will encourage	Speed control will be considered during the options development and design process.

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	other safety improvements such as lighting for night-time safety and better signage to guide active transport users and alert drivers.	riders to speed creating more of a safety issue.	
Illegal e-bikes	Significant community concern over unsafe experiences with illegal e-bikes “speeding” past pedestrians and cyclists.	Some residents worry that dedicated bike-only paths could encourage speeding and further reduce safety.	Illegal e-bikes are a major concern, and Council continues to advocate for safer outcomes and enforcement regarding e-bike use.
Consultation approach	Many respondents commended Council for seeking early feedback before the commencement of the project.	Some residents were unsure about what they could provide feedback on and requested to see potential treatment types to better understand the project and its benefits.	The project team acknowledges that the lack of detail on specific treatment types may have caused confusion for the community. This approach was taken deliberately to avoid raising unnecessary concern, as no decisions have been made yet regarding potential routes or treatment options. Feedback at this stage was intended to capture community priorities, local knowledge, and key issues to inform future planning.
Busy intersections	Many community members specifically flagged busy intersections (like Bungama, Wrigley, Maroubra Street intersection and Wirraway, Okinja intersection) as high-risk areas needing upgrade. There was strong support for upgrades such as: traffic signals or pedestrian lights,	Nil	The project aims to provide a safe and inclusive active transport corridor that is suitable for all ages and abilities. Conflicts with motor vehicles should be minimised. The project design will aim to retrofit safer treatments at affected intersections that cater for all users.

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	raised priority crossings, roundabouts and signage.		
Speed limit	Speeding is an issue within the study area and there are a number of areas along the corridor that need a speed limit review.	Nil	Where warranted, speed limit reviews will be undertaken as part of design development. Alternative road network routing will also be considered.