

Mooloolaba to University Active Transport Corridor

Community Engagement Summary

3 November – 5 December 2025

The Mooloolaba to University Active Transport Corridor aims to improve the active transport network for walking and riding between these two important centres. Sunshine Coast Council recently invited community feedback on proposed concept design for Stages 1, 2, 3 and 6 of the corridor.

Community engagement

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

- online survey and interactive map available on the Have your Say Sunshine Coast project page
- pop-up information sessions in three key locations
- community-organised meeting at Molakai Drive
- 1:1 meetings with local interest groups, schools, active transport organisations and businesses.

Overall feedback indicated support for the intent of the project, with many respondents recognising the value of improved safety, connectivity and access for people walking and riding. Feedback also highlighted a range of localised concerns, particularly in relation to parking, traffic impacts, property access, user conflict and amenity in specific areas.

While views varied by stage and location, the consultation demonstrated strong community interest and provided clear guidance on the key issues to be addressed as the project moves forward.

Promotion highlights



**3 community
pop-up sessions**



**11,400 notifications
delivered to local
households**

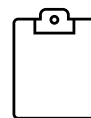


**71,829 views of
social media ad**



**11,000 emails sent
via OurCouncil**

Participation highlights



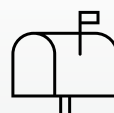
113 survey responses



**79% of respondents
live within project
catchment**



**1 petition formally
submitted to Council**



**56 email
enquiries**



**18 submissions
received**

What we heard

While there was support for the project from active transport organisations, local schools and the wider community, there was also significant concern – particularly in Stages 2 and 3 – regarding the loss of on-street parking, usability and congestion. Feedback themes include:

Safety

Safety was the most prominent theme across all stages. Support was given for safer crossings and improved separation from traffic, particularly in Stage 1 and Stage 6, where respondents saw clear safety benefits. In contrast, feedback in Stage 2 and Stage 3 raised stronger concerns about conflict at intersections, driveways and higher-activity areas, as well as interactions between the different path users.

Connectivity

Across all stages, stakeholders valued the corridor's role in linking schools, the university and other key destinations. Feedback from Stage 1 and Stage 6 emphasised the benefit of closing missing links and creating a continuous, end-to-end route. In Stage 2 and Stage 3, some respondents questioned whether other routes would be a better/more direct and cost-effective outcome.

Parking and traffic impacts

Feedback on parking and traffic was most pronounced in Stage 2, where many respondents expressed concern about the removal or reconfiguration of on-street parking. Similar, though less frequent, concerns were also raised in Stage 3, particularly in relation to congestion and traffic redistribution.

In Stage 1 and Stage 6, parking impacts were raised less often and were more commonly considered an acceptable trade-off for improved safety and connectivity.

User experience and path design

Across Stages 1, 2 and 3, respondents highlighted the importance of comfortable and well-designed paths that cater to users of all ages, abilities and genders.

There was a strong preference for separation between walking and riding in higher-use areas, particularly in Stage 1, where shared path arrangements were perceived as increasing the risk of conflict.

Stage 6 feedback generally reflected greater confidence in the proposed design.

Accessibility and inclusivity

Accessibility considerations were raised across all stages, with consistent calls for designs that accommodate children, older people and users of mobility aids.

Feedback from Stage 3 and Stage 6 in particular highlighted the need for smooth surfaces, manageable gradients, safe crossing points, shade and rest opportunities to support longer and more inclusive journeys.

Amenity and local character

Amenity and landscaping were recurring themes across Stages 1, 2 and 3, with respondents supportive of improved streetscapes, shade and greening, while also expressing concern about vegetation removal, visual impacts and temporary disruption during construction.

Stage 6 attracted fewer amenity-related concerns, with feedback generally more focused on functionality and safety outcomes.

Council response to feedback

Council has carefully considered all feedback received on Stages 1, 2, 3 and 6 and has confirmed the following next steps as the project progresses.

Specifically, Council will:

- Refine designs for Stages 1, 2 and 3, to respond to community feedback on safety, connectivity, accessibility and local impacts.
- Confirm appropriate treatment types for each stage, including consideration of shared pathways and environments, crossings and traffic-calming measures where warranted.
- Continue to keep the community informed through newsletters and project updates.
- Funding to progress Stage 6 to detailed design. Feedback will be retained to inform future planning and funding decisions.

What's next?

We are reviewing and considering all community feedback as we move into the next stage of project development:

- Stage 1 – Continue to refine design.
- Stage 2 – Continue to refine design.
- Stage 3 – Continue to refine design.
- Stage 6 – Seek funding opportunities to support project progression.

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

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Community Engagement Summary

3 November – 5 December 2025

Key Theme	Summary of feedback supporting the project	Summary of feedback in opposition to the project	Project team response
Project support	Many respondents supported the project's overall vision, particularly the benefits of improved safety, connectivity and encouraging more walking and cycling.	Opposition was generally linked to local impacts rather than the concept itself, with concerns focused on parking loss, traffic impacts, property access and amenity in specific areas.	Feedback will inform detailed design, with refinements made where warranted to address local impacts while maintaining the project's overall objectives.
Safety and conflict points (intersections/crossings)	Overall support for safer conditions for people walking and riding, particularly through upgraded crossings and safer road interactions.	Concerns that some crossings/intersections could increase risk if visibility, turning movements, or priority isn't clear (i.e. on roundabouts); worry about higher-speed riders mixing with pedestrians.	In order to provide a safe and inclusive active transport corridor that is suitable for all ages and abilities, conflicts with motor vehicles must be minimised. The project design will retrofit safer intersections that cater for all users.
Parking impacts	Active Transport organisations and some residents suggested removing on-street parking along active transport routes to create more space and reduce the need for walkers and riders to negotiate passing traffic.	Strong concern about loss of on-street parking, particularly in residential areas of Stage 2 and 3 and to a lesser extent, Stage 6.	A detailed survey will be undertaken to evaluate current demand for informal on-street parking. Proposed refined design has reduced impacts to on street parking.
Connectivity and missing links	Broad support for linking key destinations (including	Some respondents questioned the corridor	The corridor approach aims to facilitate smaller

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	the University and Mooloolaba Esplanade), making active travel more viable.	approach and whether the route/staging delivers enough benefit for the disruption, or whether sections connect well enough to be useful.	trips between schools and centres. The Project Team will continue investigations to ensure each section provides a functional link to existing networks and key destinations, with refinements made where warranted to improve continuity in the detailed design phase.
Traffic and congestion	Industry and community understanding that mode shift could reduce short car trips and improve efficiency over time.	Concern the design could reduce capacity, worsen peak queuing, and push traffic into local streets.	The project aims to reduce traffic congestion by providing safe and inclusive options for people to walk or ride, reducing trips by motor vehicles.
Property access and driveways	Support for improved streetscape and more predictable access arrangements where designs formalise movements.	Concerns about driveway access, turning restrictions, impacts on deliveries/servicing, and changes to how residents/businesses enter/exit properties safely.	Property and business access requirements will be investigated, and where warranted, driveway, loading and servicing arrangements will be refined to maintain safe and functional access.
Speed limits	Speeding was a key concern in all four stages – with many calling for speed zone reviews.	n/a	Design will incorporate measures to manage and reduce speeds.
E-bikes and micro-mobility	Some support for designing a safer corridor that accommodates a range of users.	Strong concern about speed and unsafe riding behaviours, including illegal e-bikes, particularly along shared	Illegal e-bikes and unsafe behaviour of personal mobility device users are a major concern, and Council continues to advocate for safer outcomes and

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		paths and near crossings.	appropriate enforcement, supported by design measures that reduce conflict where practicable.
Urban design, landscaping and amenity	Positive sentiment toward greening, shade and an improved streetscape that supports walking/riding and local vitality. Support from landholders living near Stage 3 for removal of trees in Karawatha Drive centre median.	Concern about vegetation/tree impacts, visual changes, and temporary amenity loss during works.	The project team will aim to preserve and enhance landscaping wherever possible, selecting suitable tree species along the active transport route to increase shade, promote environmental sustainability and aesthetic value.
Construction impacts & disruption	Some acceptance of short-term disruption for long-term safety and connectivity benefits.	Concerns about noise, dust, access changes, business disruption and construction duration.	Construction staging and access management will be planned to minimise disruption, with clear notifications and responsive communication channels provided to support residents and businesses during works.
Pedestrian crossings	Strong support for safer conditions for people walking and riding, particularly through upgraded crossings and safer road interactions.	Concerns that some crossings/intersections could increase risk if visibility, turning movements, or priority isn't clear; worry about higher-speed riders mixing with pedestrians.	Key locations for new or repositioned crossings will be investigated, and where warranted, additional safety treatments (including traffic calming and clearer priority) will be incorporated to reduce conflict and improve safety outcomes.