

# Noosa Cycling and Walking Strategy and Implementation Plan 2020 - 2040

*More people riding a bike and walking for health,  
transport, tourism and the environment*



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### Acknowledgments

Council wishes to thank all interested stakeholders who have provided their time and energy to help guide the development of this Strategy.

### Disclaimer

Information contained in this document is based on available information at the time of writing. All figures and diagrams are indicative only and should be referred to as such. This is a strategic document which deals with technical matters in a summary way only. Council or its officers accept no responsibility for any loss occasioned to any person acting or refraining from acting in reliance upon any material contained in this document



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# From the Mayor

We want to see more people riding a bike and walking to the shops, school and in our scenic and attractive coastal and hinterland areas. The Noosa Cycling and Walking Strategy and Implementation Plan (NCWSIP) provides us with the direction to make this happen. It proposes a plan to not only build safe infrastructure where it is most needed, but also looks at implementing programs to encourage people to use it.

The NCWSIP sets out Council’s direction and commitment to the vision of *“More people riding a bike and walking for health, transport, tourism and the environment”*. Our goal is to make riding a bike and walking so convenient and safe that it is the preferred mode of transport for our residents and visitors.

Actions such as providing convenient bike parking, safe road crossings and planting canopy trees along our paths can make our infrastructure more inviting and attractive. Our plan aims to embrace evolving trends such as e-bikes, which have the potential to overcome barriers for many users such as hilly terrain, climate and fitness levels.

The implementation of our vision enables commitment to existing Council strategies and plans such as the Noosa Transport Strategy, the Noosa Environment Strategy, Noosa’s Social Strategy and the Sport and Active Recreation Plan.

There are so many reasons to encourage more people to ride a bike and/or walk such as:

- improving travel choice for our residents and visitors to our activity centres, villages, schools and tourism hubs
- building a healthier community
- reducing greenhouse gas emissions by reducing the use of private motor vehicles
- supporting and contributing to the local economy by improving economic vitality of our centres and enticing more cycling events to attract tourism.

*“It is Council’s intention to prioritise the delivery of active transport projects when it considers the annual budget. This will include investigation into alternative funding streams.”*

The NCWSIP defines and prioritises a list of projects for Council to deliver. The capital works plan proposed is based on historic expenditure on walking and cycling by Council. It is our intention to review this expenditure as part of our annual budget review, with the aim to find more money to spend in this area and consider other funding streams. We will also continue to find ways to partner with agencies such as the State and Federal Governments to co-fund the plan. We are committed to creating a safe and connected active transport network for Noosa residents and visitors.

Our headline projects from the implementation plan include:

- Noosa Parade upgrade: scheduled to start early 2022
- Garth Prowd Bridge shared path widening: scheduled to start early 2022
- Noosa Drive off-road path
- Maple Street Cooroy new shared path and on-road cycle lane
- Sunshine Beach Road bikeway
- Hilton Esplanade upgrade
- Trails Masterplan and Implementation Plan
- \$250,000 per annum expenditure on hinterland and local links.

We had an overwhelming response to our community consultation, with over 260 residents providing feedback or completing the survey. A summary of the results can be found at [yoursay.noosa.qld.gov.au](https://yoursay.noosa.qld.gov.au)







## Our vision



*“More people riding a bike and walking for health, transport, tourism and the environment”*







# Objectives



## Outcomes

Council aims to achieve the following outcomes as a result of implementing our vision:

- Improve travel choice for our residents and visitors to our activity centres, villages, schools and tourism hubs.
- Reduce greenhouse gas emissions by reducing the use of private motor vehicles
- Build a healthier community .
- Support and contribute to the local economy by improving economic vitality of our centres and enticing more cycling events to attract tourism.

## Objectives

The Noosa Cycling and Walking Strategy and Implementation Plan (NCWSIP) vision is supported by objectives which provide direction on how the vision will be achieved.

Encouraging people to ride a bike or walk requires a comprehensive strategy addressing both infrastructure and non-infrastructure actions. Our objectives for the strategy are shown in *Table 1*.

|                              |   |
|------------------------------|---|
| <p><b>Infrastructure</b></p> | <ol style="list-style-type: none"> <li>1. Implement a connected, safe, attractive, and inclusive active transport network that reflects Noosa’s village feel and scale.</li> <li>2. Provide safe and connected infrastructure to schools and continue to support active travel to schools.</li> <li>3. Make riding a bike or walking so easy and attractive that it is the preferred mode of travel for locals and visitors.</li> </ol> |
| <p><b>Participation</b></p>  | <ol style="list-style-type: none"> <li>4. Embrace suitable changes in technology.</li> <li>5. Encourage and promote bicycle riding and walking so it becomes an everyday normal activity for all.</li> <li>6. Continue to promote Noosa’s infrastructure and events appreciating Noosa’s natural environment, and become a world-renowned bike riding and walking tourism destination.</li> </ol>                                       |
| <p><b>Delivery</b></p>       | <ol style="list-style-type: none"> <li>7. Implement infrastructure priorities to increase active transport within the bike and walking path network.</li> <li>8. Deliver value for money outcomes and demonstrate the benefits to the community.</li> </ol>   |

Table 1: Objectives for achieving the vision









# Background

The NCWSIP presents the vision, objectives, strategies and actions for increasing bike riding and walking in Noosa over the next 20 years (to 2040). It updates the Noosa Cycling and Walking Strategy 2004-2016.

The strategy will guide Noosa Council's (Council) planning, development and promotion of its bike riding and walking networks in the future. The plan covers both the active transport network for those commuting by bike or foot and connections to the bushland trail network for those wanting to enjoy the great outdoors.

*"It's about getting people out of cars, onto bikes, onto footpaths and getting to where we need to go in a safe and enjoyable way."*

Councillor Brian Stockwell

## Strategy alignment

Community feedback and adoption of Council's strategy documents, demonstrate a strong agenda for sustainable transport outcomes, to reduce dependency on private motor vehicles, and increase bike riding, walking and public transport use. Increased community participation in bike riding and walking activities support the objectives of the following Council strategies.



Figure 1: Supporting strategies



# Community engagement



Council has undertaken considerable community engagement on bike riding and walking through the Noosa Transport Strategy and the Noosa Sport and Active Recreation Plan. Key stakeholders were also involved in Tourism Noosa's development of the Noosa Trail Masterplan. The community feedback received through these processes were a starting point for the NCWSIP.

Additional engagement with the community was important in establishing this strategy with representatives from sporting and bicycle groups, local businesses and the broader community invited to form a Project Reference Group (PRG). This group guided the direction of the NCWSIP at key stages of the strategy development. The strategy was also guided by an internal Council Project Control Group consisting of Council officers and Councillors.

The community were invited to provide feedback on the draft NCWSIP between 19 March and 16 April 2021, spanning a total of 28 days. Residents were given four options on how to submit feedback including an online survey or community feedback form through the Your Say Noosa website, email and post.

Overall, 260 people participated in the engagement via the following channels:



**245**

Your Say submissions  
(205 via survey and 40 from the online form)



**13**

Email submissions



**2**

Post submissions

The information gathered from this process provided local insights and helped to identify **additional missing links and route refinements**, which have been adopted in the Implementation Plan. Feedback also defined barriers to bike riding and walking, reiterating those already identified in the NCWSIP. A summary of the 260 responses can be found on the NCWSIP page at [yoursay.noosa.qld.gov.au](https://yoursay.noosa.qld.gov.au)

## Key survey findings



**74%**

of respondents were aged 50+



**84%**

of respondents live in Noosa Shire



**98%**

of respondents are actively engaged with bike riding and walking

The top five barriers identified for bike riding and walking in the Shire were:

| Bike riding barriers  | Walking barriers   |
|---|--|
| <ul style="list-style-type: none"> <li>I am concerned about being hit by a motor vehicle</li> <li>there are no suitable paths between the places I would like to go</li> <li>I do not feel safe crossing roads</li> <li>the routes to where I would like go are too hilly</li> <li>the car is more convenient.</li> </ul> | <ul style="list-style-type: none"> <li>there are no suitable paths between the places I would like to go</li> <li>I am concerned about being hit by a motor vehicle</li> <li>I experience no barriers</li> <li>I do not feel safe crossing roads</li> <li>the car is more convenient.</li> </ul> |

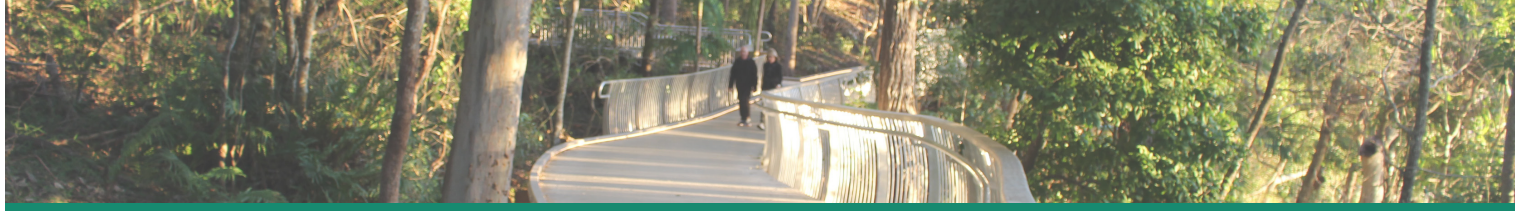
Table 2: Barriers to bike riding and walking

Over 24% of respondents indicated that they experience no barriers that prevent or deter them from walking for transport and recreation around Noosa Shire.

Respondents supported the direction of the NCWSIP. Actions identified by the community to encourage more bike riding and walking across the Shire included:

- more off-road paths and bike ways
- more separated bike riding paths
- better connections between paths and shops.





## Feedback

*'We feel blessed that we live in such a beautiful, natural and accessible environment but would love to have more bike paths so we could feel safer when riding our bikes.'*

Survey respondent

*"Thank You for asking our opinion. I think the area has great facilities, my only comment is that it is very difficult to cross the roads around Eumundi-Noosa Road, eg. the Bunnings roundabout or top of Rene Street or near Madills."*

Survey respondent

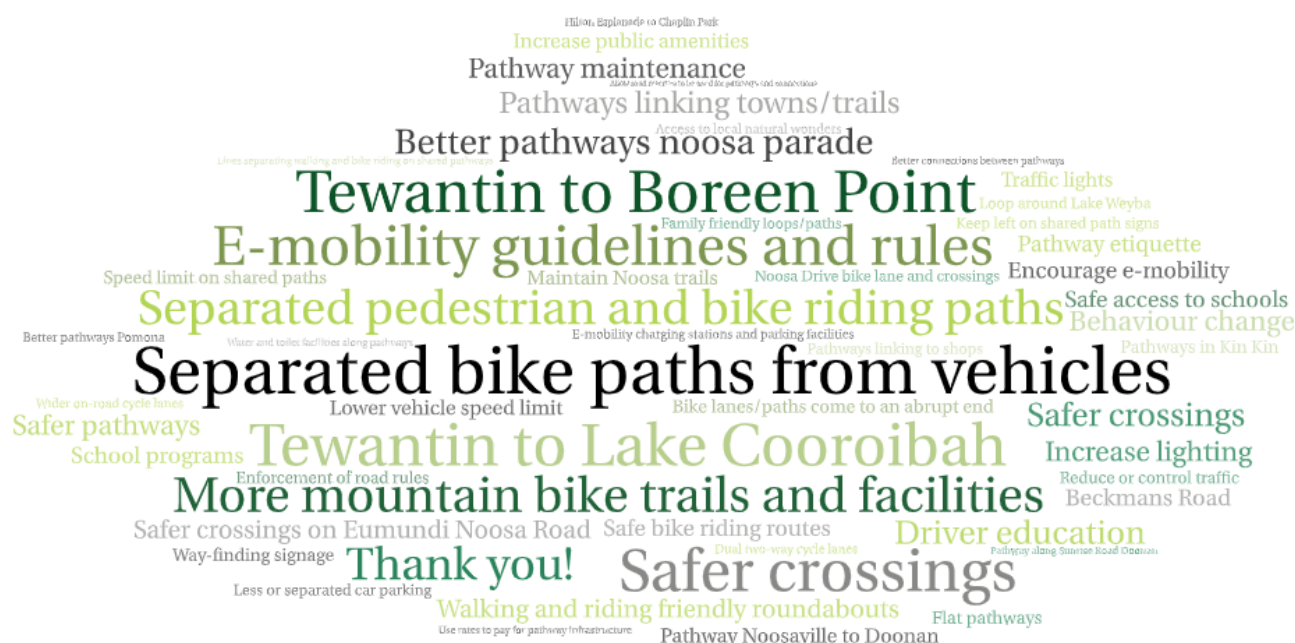


Figure 2: Feedback trends

*"There are a lot of really good bike paths in the Noosa area, but often these run out and put you on the road, or they don't exist where you might want to go."*

Survey respondent

*"I would really like Council to use rates to develop direct route shared walking/cycling paths for those of us who do not want to walk or ride on the busy roads."*

Survey respondent



# Understanding our community

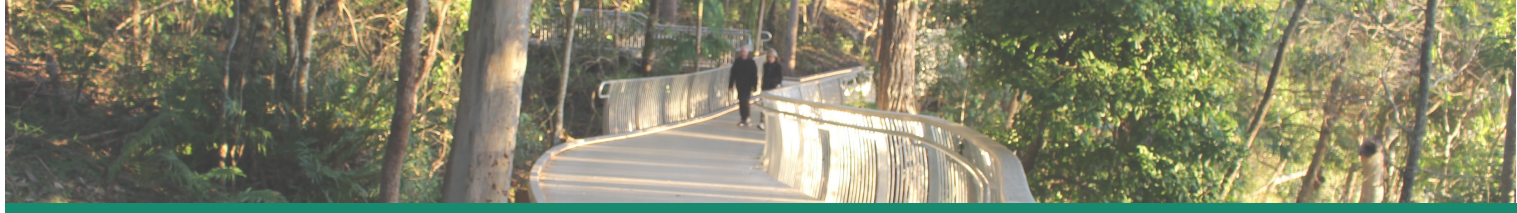


## Who is the strategy for?

The NCWSIP aims to provide bike riding and walking networks that meet the needs of all ages and abilities. There are a variety of network users in Noosa with specific needs, as identified in *Table 2*.

|   |   |   |
|---|---|---|
| <p><b>Vulnerable users</b></p>                          | <ul style="list-style-type: none"> <li>• Age and skill levels vary - school children, people with a disability, seniors, parents with prams.</li> <li>• At higher risk of injury.</li> <li>• Travel to a variety of destinations such as schools, shopping centres and community facilities.</li> <li>• Prefer safe routes that are direct but are also as flat as possible, trip length is usually short.</li> <li>• May require wider paths to accommodate users of mobility scooters, wheelchairs and other mobility devices.</li> <li>• Likely to require frequent resting locations with seating, shade/shelter and drinking fountains.</li> </ul> |   |
| <p><b>Recreational and tourist users</b></p>            | <ul style="list-style-type: none"> <li>• Travel for health, fun and relaxation.</li> <li>• Prefer to travel along scenic routes with points of interest (eg coastal stretches and hinterland trails).</li> <li>• Trip length may vary greatly depending on the level of experience of the users.</li> <li>• Drinking fountains, rest stops and way-finding signage are important for these users.</li> </ul>  |   |
| <p><b>Rollerbladers, scooters and skateboarders</b></p> | <ul style="list-style-type: none"> <li>• Typically travel for fun but may also make utility trips (eg work and shopping trips).</li> <li>• Travel at higher speeds than walkers but slower than cyclists.</li> <li>• Most often travel in the late afternoon and on weekends.</li> <li>• Prefer routes that are level and smooth.</li> </ul>  |    |
| <p><b>Sport users</b></p>                               | <ul style="list-style-type: none"> <li>• Professional athletes, sporting club members and runners/joggers.</li> <li>• Typically training for sporting events and may train in groups.</li> <li>• Usually walk/run/cycle at higher speeds.</li> <li>• Prefer uncongested routes and potentially those with challenging topography.</li> </ul>  |    |
| <p><b>Commuter/ day to day users</b></p>                | <ul style="list-style-type: none"> <li>• Travel to a variety of destinations such as work, shopping centres and public transport stops.</li> <li>• Trip length is usually short, typically up to 2km for walkers and under 10km for cyclists.</li> <li>• Prefer routes that are direct but are also as flat as possible.</li> <li>• Routes that provide continuous connections to key destinations are critical.</li> </ul>   |    |
| <p><b>Micro-mobility/ e-wheeling devices</b></p>        | <ul style="list-style-type: none"> <li>• Destinations vary from work and shopping centres to public transport stops. These motorised devices allow users to travel much further distances and address barriers such as topography and fitness levels.</li> <li>• Skill levels vary from novice to experienced.</li> <li>• E-scooters can be ridden on the footpath and on local streets. However, they are not to be ridden on main streets/roads. E-bikes can ride on both.</li> </ul>   |    |

Table 3: User groups and typical characteristics



## Noosa Shire's demographics and existing travel behaviour

### Population

approximately

**55,800** residents



The largest age group of residents is **55-64 years**, making up over **16%** of the population.<sup>1</sup>

**29%**

### of Noosa bike riders are female

which is higher than the Queensland average of 24% and Australian average of 25%. More women riding is one indicator of a safe, active transport network.<sup>2</sup>



**40%**

### of Noosa's population live in the hinterland<sup>3</sup>

The Noosa hinterland covers 90% of the shire.

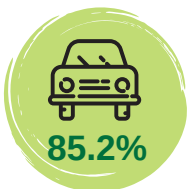


### Travelling to work



The majority of trips originate from the built-up areas of Tewantin, Noosaville, and Noosa Heads.<sup>4</sup>

### How people travel around Noosa



**12%** of all car trips in Noosa are **<2km** and **20%** are **<4km**.<sup>5</sup>

### Why we travel around Noosa<sup>6</sup>

24.7% Shopping

18% Running errands

24.8% Recreation

9% Education

23.2% Work

0.4% Other

### Where residents bike ride and walk

Walking, running/jogging, bushwalking and bike riding all fall into the top 10 recreation activities for Queenslanders.<sup>8</sup>



### Average time spent travelling by mode<sup>7</sup>

**23 min**

**22 min**

**36 min**

Source: (1) .idcommunity 2019, *Community Profile: Noosa Shire Council Area, 2019*, Regional Development Australia Sunshine Coast Region, viewed 8 February 2021, <<https://profile.id.com.au/rda-sunshine-coast/about?WebID=100>>.

(2) Bicycle Network 2019, *Super Tuesday Bike Count 2019*, Bicycle Network, Melbourne, Vic

(3) Australian Bureau of Statistics, *Data Source 2016*, Australian Bureau of Statistics, A.C.T., <<https://www.abs.gov.au>>.

(4, 5, 6, 7) Department of Transport and Main Roads 2018, *Queensland Household Travel Survey, 2018*, Queensland Government, Brisbane, Qld

(8) Hinds, A, Gordon, J & Crouch, L 2016, *Queensland Sport, Exercise and Recreation Survey Adults 2015*, Department of National Parks, Sport and Racing, Brisbane, QLD



# Benefits for our community



## Reduced traffic congestion and parking issues

Using active travel can help achieve Noosa's transport strategy vision where

- Noosa Shire enjoys an efficient, free flowing, innovative transport system that enhances resident and visitor experiences, and results in sustainable environmental outcomes.
- Residents and workers of Noosa Shire are able to go about their everyday business without having to be reliant on private vehicles.



**30%** of Noosa's carbon emissions are from vehicles<sup>1</sup>

Walking and bike riding are a net zero emissions activity. Simply replacing one **10km** car trip per week could save between **54kg and 104kg** of CO<sub>2</sub> emissions per year!

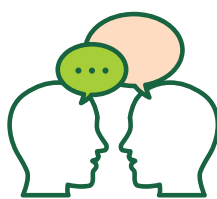
## Active travel is great for the environment

More people walking and riding bikes will help to reduce greenhouse gas emissions and noise pollution, improve air quality.



## Riding to work

Riding to work can help increase your productivity and is one of the most time-efficient ways to fit exercise into your day. A **5km to 10km** ride to work will only take **15 to 30 minutes** on average.<sup>2</sup>



## Community

Walking and riding a bike are fun and social activities. Getting out and about by foot or bike helps build a greater sense of community and encourages social interaction.<sup>3</sup>

## Building a healthier community

Residents in Noosa



Overweight or Obese



Don't get enough exercise

Walking and riding are easy ways to increase your daily exercise and wellbeing, while reducing your risk of developing a serious illness.<sup>4</sup>

## Walking and riding to school

Walking and riding to school can help develop self-confidence and independence in children and improve their levels of physical activity. It also benefits the community by reducing peak time congestion.



The number of students walking and riding to school has significantly dropped from **8 in 10** in the 1970s, to only **2 in 10** 2020.<sup>5</sup>

Source: (1) Zero Emissions Noosa n.d., *Sustainable Transport*, Zero Emission Noosa, Qld, viewed 8 February 2021, <<https://www.zeroemissionsnoosa.com.au/electric-vehicles/>>.

(2) Bicycle Network 2019, *Ride 2 Work*, Bicycle Network, Melbourne, Vic, viewed 6 February 2021, <<https://www.bicyclenetwork.com.au/rides-and-events/ride2work/>>.

(3) Queensland Government 2017, *Queensland Cycling Strategy*, Queensland Government, Brisbane, Qld, viewed 6 February 2021, <<https://blog.tmr.qld.gov.au/cycling/infographics/>>.

(4) Queensland Department of Health 2016, *Queensland survey analytics system, (QSAS), Obesity and Physical Activity in Queensland - Noosa LGA detailed data for 2015-16*, Queensland Government, Brisbane, Qld, viewed 8 February 2021, <<https://www.data.qld.gov.au/dataset/self-reported-health-status-srfs-survey-series/resource/36fe8213-86c5-43f5-b745-b719108ed793>>.

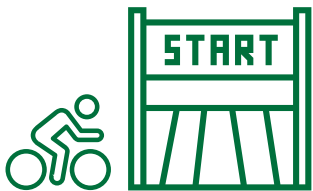
(5) Bicycle Network 2019, *Ride 2 School*, Bicycle Network, Melbourne, Vic, viewed 8 February 2021, <<https://s23705.pcdn.co/wp-content/uploads/2017/12/2017-Ride2School-Infographic->.FA-nobleed-v01.pdf>>.

# Economic benefits



## Events contributing to the local economy

Noosa's cycling events including major events such as the Noosa Triathlon, contribute over \$22m per year to the local economy.<sup>1</sup>



## Supporting our local economy

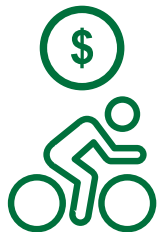
Over the next 10 years construction of new and upgraded walking and bike riding infrastructure projects are estimated at

# \$22.68m

# 40%

of visitors to Noosa

engaged and spent over \$1.5m since 2018 in outdoor/nature based activities.<sup>2</sup>



## Cost-effective

Riding a bike or walking around town is a great way to save money.

The cost of buying and maintaining a bike is around 1% of the cost of buying and maintaining a car!<sup>3</sup>

Riding your bike 10km to and from work each day, will

save approximately **\$1,700**

per year in transport costs (including running costs and depreciation).<sup>4</sup>

## You can make a difference

If bikes and e-bikes became 22% of all transport trips in all cities worldwide, greenhouse gas emissions and energy use would be reduced to 47% by 2050.<sup>5</sup>



On average, every \$1 spent on cycling infrastructure returns almost \$5 to Queensland in health benefits, reduced traffic congestion and other benefits.<sup>6</sup>



Source: (1, 2) Tourism Noosa visitation data (Sept 2020)

(3, 4) Department of Transport and Main Roads, 2016, *Queensland Cycle Infrastructure Investment Strategy 2016-26 and Business Case*, Queensland Government, Brisbane, QLD, viewed 8 February 2021, <<https://www.qld.gov.au/transport/public/bicycle-riding/benefits-of-riding>>.

(5) Mason, J, Fulton, L & McDonald, Z 2015, *A Global High Shift Cycling Scenario*, Institute for Transportation & Development Policy, U.S.A., viewed 8 February 2021, <[https://itdpdotorg.wpengine.com/wp-content/uploads/2015/11/A-Global-High-Shift-Cycling-Scenario\\_Nov-2015.pdf](https://itdpdotorg.wpengine.com/wp-content/uploads/2015/11/A-Global-High-Shift-Cycling-Scenario_Nov-2015.pdf)>.

(6) Department of Transport and Main Roads, *Queensland Cycling Strategy, Infographics*, Queensland Government, Brisbane, Qld, viewed 8 February 2021, <<https://blog.tmr.qld.gov.au/cycling/infographics/>>.





# Opportunities for our community



There are many opportunities to grow the number of bike riders and walkers in our community.

## Behaviour change

A holistic approach is required to get "more people riding a bike and walking for health, transport and tourism". Provision of infrastructure can be supported by interventions which "nudge" people to change their behaviour. There is no single solution that will shift bike riding behaviour or encourage people to walk, rather a series of targeted initiatives such as building bike riding skills and confidence, shifting the negative connotations surrounding Lycra-clad road cyclists, and investing in infrastructure and policy development.

Programs which aim to nudge travel behaviour can provide high benefits compared to the cost of expensive infrastructure. Activities which encourage and promote people walking and riding a bike have been found to make a difference to mode shift away from the car in many locations. Non-infrastructure solutions targeting behaviour change and education can complement the proposed infrastructure solutions in Noosa.

## Four essentials of an active travel friendly community

Encouraging more people to bike ride and walk across the Shire requires four key components to ensure lasting change.

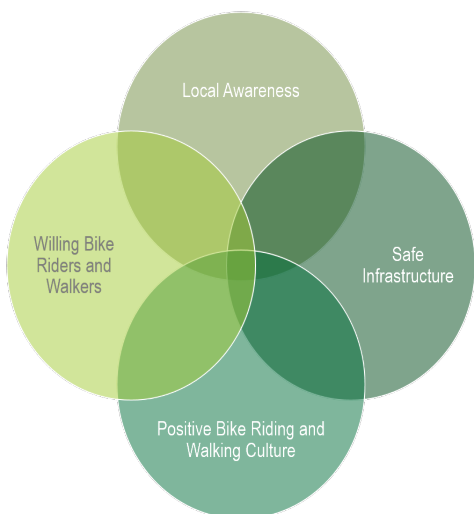


Figure 3: Key criteria for lasting change<sup>1</sup>

Source: (1) Department of Transport and Main Roads 2018, *Bicycle riding encouragement guide*, 2018, Queensland Government, Brisbane, QLD  
 (2) Gellar, R 2006, *Four Types of Cyclists*, Portland Bureau of Transportation, Portland, Oregon

## Increasing participation

Around 60% of the population is typically categorised as "interested but concerned" when it comes to bike riding (refer to *Figure 3*). There is a significant opportunity to increase the number of people that may ride their bike if the issues that concern them can be addressed. One of the primary concerns identified is fear of traffic and mixing with motor vehicles. The NCWSIP aims to address the concerns of these potential bike riders.

Based on Queensland research, the most significant opportunity to encourage bike riding is to promote recreation or commuting trips, and to provide safe and comfortable infrastructure which is separated from traffic.

### Four types of cyclists



Level of Traffic Stress

Figure 4: Community attitudes to cycling<sup>2</sup>



Go Noosa, Top: Noosaville State School students participate in cycle skills sessions  
 Bottom: St Teresa's Catholic College students participate in bike maintenance workshops



## E-bikes and e-scooters

The emergence of new technologies and devices make active travel more attractive to a wider proportion of the community. E-bikes and e-scooters can address barriers such as topography, ability and distance. Share schemes have the potential to increase user participation of e-mobility modes, with improvements in technology now available to address issues with dockless models and helmets.

## Tourism and events

Many visitors already come to Noosa to enjoy its natural assets and participate in walk and cycle related events, as do the local residents. We can encourage more people to participate and encourage tourists to cycle and walk more from their accommodation.

## Climate

Our warm temperate climate makes it comfortable for walking and cycling in winter and at night. Providing shade and lighting on our pathways can make it even more attractive. Provision of appropriate native canopy trees along our paths and streets can reduce the heat island effect linked to climate change.

## Short walking and bike riding trips

Our compact village centres make walking and cycling trips a viable choice. Cycling 5kms is an easy 20 minute ride, whilst walking 400m to the local shop only takes five minutes. Our hinterland townships are also at a scale suitable for walking and riding bikes. *Figure 4* illustrates the typically adopted active transport catchments for walking and cycling trips.

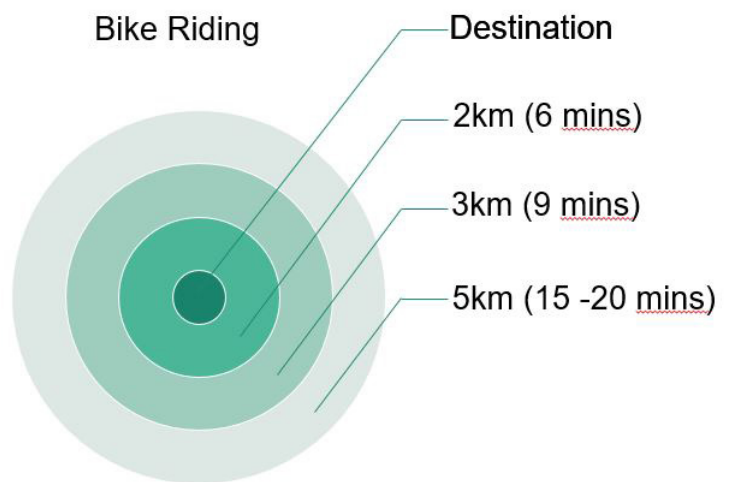
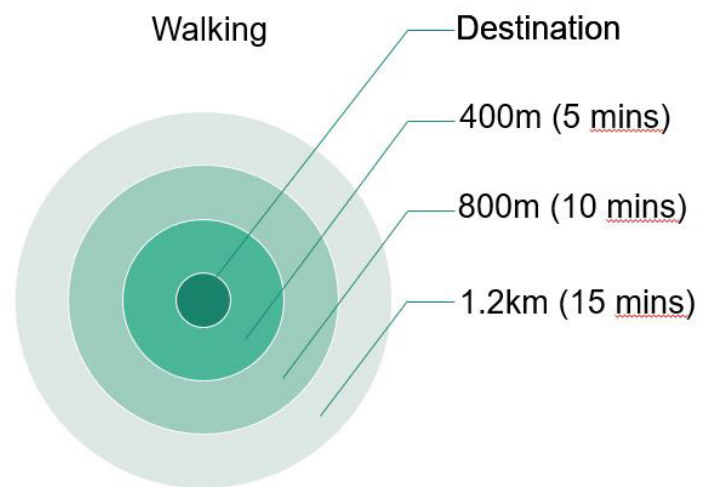


Figure 5: Active transport catchments for walking and bike riding trips<sup>1</sup>



Source: (1) City of Ipswich 2016, *iGO Active Transport Action Plan: Summary Report*, City of Ipswich, Ipswich, Qld





# Challenges for our community



## Barriers to walking

Addressing barriers to walking can ensure more people feel safe and enticed to walk more. The Queensland Walking Strategy identified the following key barriers:

| Personal barriers  | Actions that would encourage walking  |
|--|---|
| <ul style="list-style-type: none"> <li>• lack of pedestrian crossings or underpasses on busy roads in high visitation locations</li> <li>• not feeling safe when walking alone</li> <li>• rely on car before, during or after work</li> <li>• weather not suitable, lack of shade</li> <li>• prefer/habit of using other transport modes</li> <li>• not enough time</li> <li>• have physical or mental conditions that prevent walking.</li> </ul> | <ul style="list-style-type: none"> <li>• safe pedestrian crossings and underpasses in key locations</li> <li>• smooth and even-surfaced paths</li> <li>• more connected paths</li> <li>• greater separation from traffic</li> <li>• more shade along routes</li> <li>• more seating and places to stop and rest</li> <li>• more walking trails in natural areas near home.</li> </ul> |

Table 4: Barriers to walking<sup>1</sup>

## Barriers to bike riding

It is important to understand the barriers that people considering riding may face. Some barriers may be universal, others may be local to the Noosa community. Common barriers to encouraging more people to bike ride are:

| Access and ability  | Safety and personal   |
|---|---|
| <ul style="list-style-type: none"> <li>• don't have a bike</li> <li>• no bike accessories</li> <li>• limited access to paths</li> <li>• bike security issues</li> <li>• need to carry things</li> <li>• travel distance</li> <li>• weather conditions</li> <li>• hilly topography</li> <li>• lack of personal fitness</li> <li>• lack of bike riding skills.</li> </ul> | <ul style="list-style-type: none"> <li>• fear of traffic</li> <li>• fear of hostility</li> <li>• intimidated by cyclists</li> <li>• risk of embarrassment</li> <li>• too much effort</li> <li>• not confident enough</li> <li>• no one to ride with</li> <li>• it's for 'other' people</li> <li>• just don't think about it.</li> </ul> |

Table 5: Barriers to bike riding<sup>2</sup>



Source: (1) Department of Transport and Main Roads 2019, *Market Facts, 2019: Queensland Walking Survey analysis report summary*, Queensland Government, Brisbane, Qld  
 (2) Department of Transport and Main Roads 2018, *Bicycle riding encouragement guide, 2018*, Queensland Government, Brisbane, Qld



# Existing bike riding and walking infrastructure



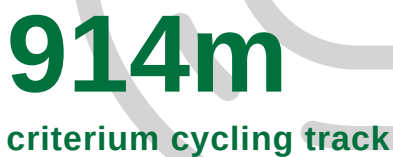
We want to build on our existing bike riding and walking paths to create a connected and safe network.



Most of the existing network is in the urbanised coastal area. Our hinterland network is predominantly located in and around the townships.



Walking and riding trails are provided for users of all abilities and vary from a 1km easy walk/ride, to a 62km circuit which includes a 22km long section of steep climbs and descents.



The dedicated cycling track provides users with safe recreation and training opportunities at the Girraween Sports Complex in Noosa Heads.



Including a BMX track at Cooroy, Persimmon Park, Peregian Beach, Sunshine Beach and Tewantin skateparks, and Wooroi mountain bike trails.

## Existing walking paths

<1.2m wide



1.2m to 2.5m wide



>2.5m wide

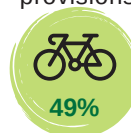


## Existing cycling routes

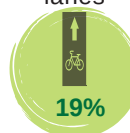
>2.5m wide shared path



Informal on-road provisions



Formal cycle lanes









# Delivering the strategy



## Actions

Delivering better connected and higher quality bike riding and walking networks can result in significant and broad-ranging benefits for the community.

The following actions have been identified to support the vision and objectives (outlined on page 7):

|                 |   |
|-----------------|---|
| <b>Action 1</b> | <b>Deliver and maintain a safe and connected network</b>  |
|                 | <i>Addressing Objectives 1, 2, 3, 7 and 8</i><br>The provision of a safe and connected bike riding and walking network is the top priority for Council to increase bike riding and walking participation in Noosa. This includes completing missing links in the network with a focus on recreation, education and commuter trips, and providing connections to the Noosa trail network, mountain biking tracks, and competitive cycling opportunities. |
| <b>Action 2</b> | <b>Provide supporting facilities</b>  |
|                 | <i>Addressing Objectives 1, 3, 4 and 7</i><br>Our walking and bike riding networks need to be attractive and comfortable to encourage more users. Providing supporting facilities such as way-finding signage, shade, shelter, bicycle parking, drinking fountains and seating allow for an enjoyable and convenient trip.  |
| <b>Action 3</b> | <b>Encourage increased participation</b>  |
|                 | <i>Addressing Objectives 4, 5, 6, 7 and 8</i><br>The delivery of travel behaviour change and education programs can be a cost-effective and proven method of inducing more people to walk and ride bikes. Targeted programs can encourage people to walk and ride more often for more trip purposes, particularly when improved infrastructure is provided.   |
| <b>Action 4</b> | <b>Plan for walk and cycle friendly communities</b>   |
|                 | <i>Addressing Objectives 1, 2, 3 and 8</i><br>Active transport planning needs to be integrated into all levels of planning and delivery within Council and in planning new developments to achieve the NCWSIP vision and objectives.  |
| <b>Action 5</b> | <b>Embrace emerging technologies</b>  |
|                 | <i>Addressing Objectives 3 and 4</i><br>There are emerging technologies and devices such as electric micro-mobility devices (e-bikes, e-scooter, e-skateboards etc.) that are making a difference to how people use active transport. These environmentally friendly technologies can make them attractive to more diverse community groups.  |

Table 6: Actions





Key non-infrastructure and further planning tasks supporting each action and the time frames in which each task is to be completed are outlined below.

**Action 1. Deliver and maintain a safe and connected network**

| Task   | In progress | Short Term (by 2026) | Medium Term (by 2031) | Ongoing |
|--|-------------|----------------------|-----------------------|---------|
| 1.1 Implement the prioritised bike riding and walking network plans developed as part of the NCWSIP.   | ✓           |                      |                       | ✓       |
| 1.2 Develop a detailed Trails Masterplan and Implementation Plan that expands on Tourism Noosa's Noosa Trail Masterplan 2020. A coast to hinterland trail will be investigated as part of this plan. The master plan will identify upgrades to existing trails, potential new trails and an implementation plan. | ✓           |                      |                       |         |
| 1.3 Identify priority locations for the construction of safe pedestrian and bike crossings for all abilities, including bridges and underpasses.   |             | ✓                    |                       |         |
| 1.4 Investigate new and innovative safe design solutions for pedestrian/ cyclist priority crossings at intersections (eg raised priority pedestrian /cycle crossing, roundabout treatments), and pilot treatments which are safe and meet Noosa design principles.   | ✓           |                      |                       |         |
| 1.5 Continue to review and improve bike riding and walking asset management systems and programs by working closely with the community and promoting community members to report maintenance issues to Council that enables maintenance issues to be quickly resolved.   | ✓           |                      |                       | ✓       |
| 1.6 Work with and seek funding from TMR and other agencies to deliver projects identified as part of the NCWSIP, as well as Priority Cycle Network (PCN) projects. Relevant NCWSIP outcomes are to be provided to TMR for inclusion in their network planning.   | ✓           |                      |                       | ✓       |
| 1.7 As part of the broader Transport Strategy implementation, investigate additional funding, including new revenue streams, to increase Council spend on delivering the NCWSIP.   | ✓           |                      |                       |         |

**Table 7: Action 1. Deliver and maintain a safe and connected network**



## Action 2. Provide supporting facilities

| Task   | In progress | Short Term (by 2026) | Medium Term (by 2031) | Ongoing |
|--|-------------|----------------------|-----------------------|---------|
| 2.1 Implement a prioritised program for the installation of new bicycle parking racks at key destinations. Key destinations include community facilities, recreation hubs, tourist attractors and major, district, local and neighbourhood Centres.  | ✓           | ✓                    |                       |         |
| 2.2 In conjunction with the recreation strategy, investigate and identify multiple use sites (sports grounds, schools, parks and playgrounds) suitable for development of beginner and novice cycling infrastructure. Infrastructure may include learn to ride facilities, closed circuit loops, skills parks and pump tracks. Seek external funding for delivery of these works through avenues such as the State Government's Activate program.  | ✓           | ✓                    |                       |         |
| 2.3 Investigate opportunities to enhance or add end-of-trip facilities in key centres and tourist hubs. Implement a prioritised program for upgrading of existing public facilities (eg public toilets with showers) and the construction of new end-of-trip facilities, including electric charging stations and lockers as well as surfboard racks at designated beachside locations (with the latter being considered as a short term priority issue). Investigate opportunities to partner or incentivise private sector to develop end-of-trip facilities for their workforce at key locations. |             | ✓                    | ✓                     |         |
| 2.4 To contribute to reaching Council's Zero Emissions Target, audit existing end-of-trip facilities at Council workplaces and provide or improve facilities where appropriate. Facilities could include bike parking, showers, lockers, irons/ironing boards etc.   |             |                      | ✓                     |         |
| 2.5 Investigate high demand routes and other locations (eg intersections) where further lighting would be beneficial, and develop a lighting improvement program that identifies priorities based on nighttime demand, personal safety and road safety.  |             | ✓                    |                       | ✓       |
| 2.6 Identify and provide mid-journey facility (eg drinking fountains and rest areas) requirements for each bike riding/walking route hierarchy category in keeping with Noosa design principles. Facilities should be provided as part of all new bike riding and walking projects.  | ✓           |                      |                       | ✓       |
| 2.7 Prepare and implement way-finding signage plans for new bike riding and walking routes in accordance with the Noosa Signage Guide. Way-finding on existing routes to be audited and updated as required.   | ✓           |                      |                       | ✓       |
| 2.8 Assess shade/shelter coverage along key routes and prioritise works to improve user comfort by increasing shade/shelter to reduce impact of heat. Utilise native species which provide ample canopy tree coverage of paths and streets, whilst retaining sufficient space for safe pedestrian thoroughfare.  |             | ✓                    |                       | ✓       |
| 2.9 In conjunction with the Trails Masterplan and Implementation Plan, identify and schedule end-of- trip facility requirements (eg toilets, lockers, trail maps and drinking fountains) for trail hubs.   |             | ✓                    |                       |         |

Table 8: Action 2. Provide supporting facilities





### Action 3. Encourage increased participation

| Task   | In progress | Short Term (by 2026) | Medium Term (by 2031) | Ongoing |
|--|-------------|----------------------|-----------------------|---------|
| 3.1 *Investigate and deliver best-practice travel behaviour change programs to key target markets.   | ✓           |                      |                       | ✓       |
| 3.2 *Continue to deliver Walk and Ride to School programs (as per the Noosa Transport Strategy) to help foster a bike riding and walking culture.  | ✓           |                      |                       | ✓       |
| 3.3 *Leverage existing events such as National Walk2School Day, Ride2School Day, Bike Week and 10,000 Steps program to deliver semi-structured promotion to all schools. This could also include targeted provision of secure bicycle parking and/or end-of-trip facilities.   | ✓           |                      |                       | ✓       |
| 3.4 *Work with Noosa Tourism to promote: <ul style="list-style-type: none"> <li>Bike riding and walking as the preferred mode of travel around Noosa for visitors.</li> <li>Nature based and adventure tourism on the trail network (in conjunction with the Bushland Trail Network Development Plan).</li> </ul>  | ✓           |                      |                       | ✓       |
| 3.5 *Work with local groups (eg weekend recreational bike riding groups, women's groups, Heart Foundation Walking Groups, parkrun, bike retailers) to promote and encourage walking and bike riding including developing a program of events with activities such as bike buddy programs, cycle recycle days or bike swaps, community challenges, e-bike/e-scooter trials. | ✓           |                      |                       | ✓       |
| 3.6 *Leverage existing bike riding and walking events, and attract additional ones to promote increased participation. Engage with state, national and international events which will help promote nature-based tourism in Noosa.   | ✓           |                      |                       | ✓       |
| 3.7 *Implement a Ride to Work program for Council staff and encourage other employers or business associations to implement their own programs, such as, bike buddies.   |             | ✓                    |                       | ✓       |
| 3.8 *Promote and market new infrastructure projects to ensure the benefits of investments are realised and become popular travel choices for the community.  |             | ✓                    |                       | ✓       |
| 3.9 *Deliver training workshops to encourage people to ride a bike (eg bike maintenance workshops, women over 50 rides, women only riding workshops, community rides, introduction to e-bikes and e-scooters programs).  | ✓           |                      |                       | ✓       |
| 3.10 *Promote the importance of bike riding and walking in reducing transport greenhouse gas emissions.  |             | ✓                    |                       | ✓       |

\*Tasks to be delivered in conjunction with the Noosa Transport Strategy

**Table 9: Action 3. Encourage increased participation**



#### Action 4. Plan for riding and walking friendly communities

| Task   | In progress | Short Term (by 2026) | Medium Term (by 2031) | Ongoing |
|--|-------------|----------------------|-----------------------|---------|
| 4.1 Ensure bike riding and walking infrastructure are designed to meet industry standards, reflect Noosa Design principles and the Noosa Plan 2020 requirements, including access for all abilities.                                     | ✓           |                      |                       | ✓       |
| 4.2 Ensure new developments meet the provisions of the Noosa Plan 2020 that promote best practice active transport principles to increase the number of walking and bike riding friendly developments.                                   | ✓           |                      |                       | ✓       |
| 4.3 Ensure end-of-trip facility requirements identified in the Noosa Plan and NCWSIP are up to date (eg investigate potential for commercial and residential buildings to include charging stations for private e-scooters and e-bikes). |             | ✓                    |                       | ✓       |
| 4.4 Ensure on and off-road bike riding and walking infrastructure (eg on-road cycle lanes, shared paths, footpaths) is incorporated into all Council projects and maintenance routines where relevant.                                   | ✓           |                      |                       | ✓       |
| 4.5 Update the Noosa Plan 2020 to incorporate NCWSIP active transport network plan overlays and use the NCWSIP to inform preparation of the Local Government Infrastructure Plan (LGIP).   | ✓           |                      |                       |         |

Table 10: Action 4. Plan for riding and walking friendly communities



Visual representation of a cycle street





### Action 5. Embrace Emerging Technologies

| Task  | In progress | Short Term (by 2026) | Medium Term (by 2031) | Ongoing |
|---|-------------|----------------------|-----------------------|---------|
| <p>5.1 Develop policy position on shared e-scooters and other e-wheeling devices that takes into account:</p> <ul style="list-style-type: none"> <li>• user safety (eg increased potential for conflict on shared paths, high speed differential between e-scooter riders and walkers)</li> <li>• potential to achieve mode shifts away from private cars</li> <li>• legislation requirements (eg speed limits, minimum age requirements, suitable riding locations)</li> <li>• land required to accommodate supporting facilities (eg charging stations).</li> </ul> |             | ✓                    |                       |         |
| <p>5.2 Investigate the role of a Noosa e-bike sharing scheme, considering issues such as:</p> <ul style="list-style-type: none"> <li>• partnering with local supplier</li> <li>• docking arrangements (eg docking stations vs. dock-less bikes)</li> <li>• charging options</li> <li>• regular safety/maintenance checks</li> <li>• visitor awareness of mandatory helmet requirements</li> <li>• the potential to achieve mode shift away from the private car.</li> </ul> <p>Subject to the outcomes of initial investigations, commence a trial(s).</p>            |             | ✓                    |                       |         |
| <p>5.3 Continue to invest in the 'Go Noosa' app to encourage bike riding and walking. The network routes, bicycle hire, trail hubs, end-of-trip facilities and mid-trip facilities could also be incorporated.</p>  | ✓           |                      |                       | ✓       |

Table11: Action 5. Embrace emerging technologies











# Planning the bike riding and walking network



## Network planning

The bike riding and walking network plans provide the “blueprints” to identify how routes across Noosa are intended to function and link together. These plans have been developed considering:

- Key characteristics of typical bike riding and walking user groups, including vulnerable, families, commuters and recreation/sports users.
- Distances people are typically willing to walk to reach certain types of destinations. For example, up to ~400m to access local facilities and up to ~1,200m to access regional facilities and the time it takes people to cycle a typical trip distance (e.g. 2km: ~6mins, 3km: ~9mins, 5km: ~15mins). These travel times could be vastly improved if using an e-bike, which results in larger areas being potentially accessible by bike.
- Improving access to the 16 centres identified in Noosa Plan 2020 including Noosa Junction, Cooroy, Tewantin and Pomona, as well as other major attractors such as sport and recreation facilities, community facilities, schools and tourist destinations.
- Achieving the bike riding and walking related objectives identified in the Noosa Plan 2020 and Local Plan codes.
- Improving connectivity to existing bike riding and walking trails and trail heads.

## Bike riding network plan

### Hierarchy

A bike riding route hierarchy was developed to assist in defining standards and desirable management characteristics across the network. *Table 11* presents the bike riding network hierarchy categories and definitions.

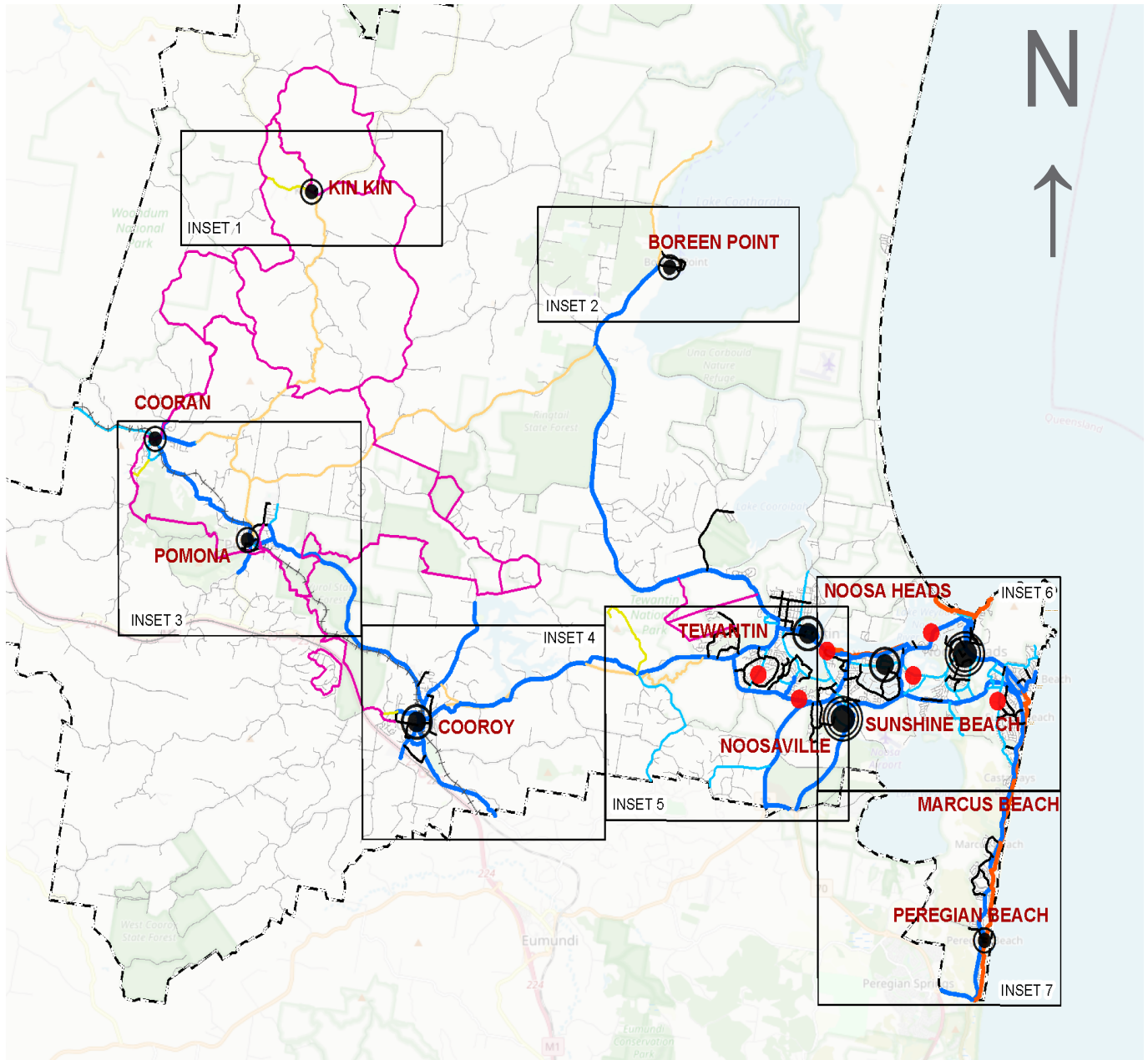
| Hierarchy  | Description/ Function   |
|--|---|
|    | <b>Principal transport</b><br>Routes connecting higher order destinations such as town centres, employment hubs, public transport, major sport and recreation facilities, major tourist attractors and adjacent local government areas.<br>Asset management plan hierarchy level 1. |
|    | <b>Principal recreation</b><br>Scenic, high quality recreation routes of regional significance such as along the Noosa River route and the coastal pathway.<br>Asset management plan hierarchy level 1.   |
|   | <b>Secondary transport</b><br>Routes connecting lower order destinations such as local centres, schools, district sport and recreation parks.<br>Asset management plan hierarchy level 2.   |
|  | <b>Secondary recreation</b><br>Longer distance routes targeted at confident/sports cyclists for training and recreation.<br>Asset management plan hierarchy level 2.  |
|  | <b>Local</b><br>Routes connecting local destinations such as neighbourhood/residential centres, parks and community facilities. These are also used for recreational purposes.<br>Asset management plan hierarchy level 3/4.  |
|  | <b>Trail</b><br>Lower order recreation routes used by mountain bike riders (and often bush-walkers/hikers). They are typically gravel or sand tracks.   |
|  | <b>Trail connector</b><br>Routes which connect to trail heads, could require low standard infrastructure (eg a gravel track).   |

Table 12: Bike riding hierarchy



### Bike riding network plan

Figure 5 provides an overview of the proposed Bike riding network plan and Figures 6 and 7 present more detailed plans for each key centre. More detailed plans can be viewed on Council's website or [yoursay.noosa.qld.gov.au](http://yoursay.noosa.qld.gov.au).



#### LEGEND

- |  |                 |  |                        |  |                        |  |                 |
|--|-----------------|--|------------------------|--|------------------------|--|-----------------|
|  | Major Centre    |  | Principal Transport    |  | Secondary Recreational |  | Railway Network |
|  | District Centre |  | Secondary Transport    |  | Local Routes           |  | Noosa LGA       |
|  | Local Centre    |  | Principal Recreational |  | Trails                 |  |                 |
|  | Neighbourhood   |  | Trail Connector        |  |                        |  |                 |

Figure 6: Proposed bike riding network plan





Bike riding network plan - key hinterland centres

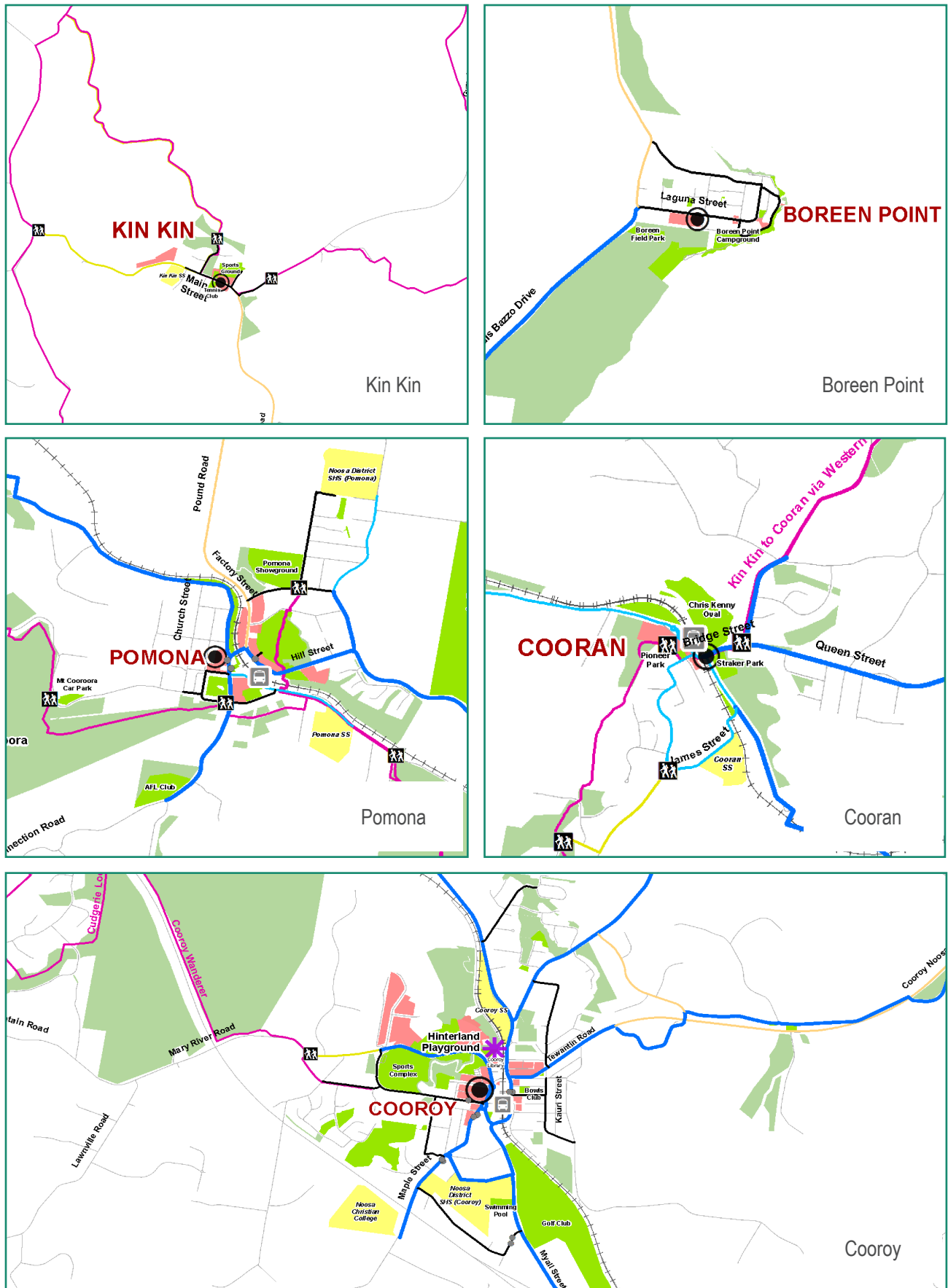
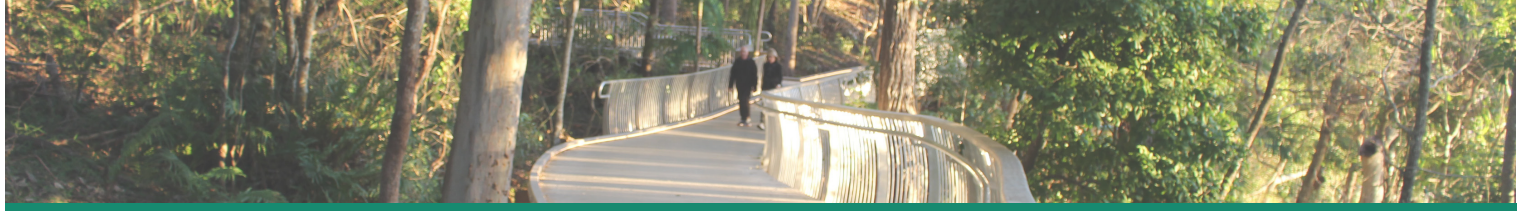


Figure 7: Proposed bike riding network plan - key hinterland centres



Bike riding network plan - key coastal centres

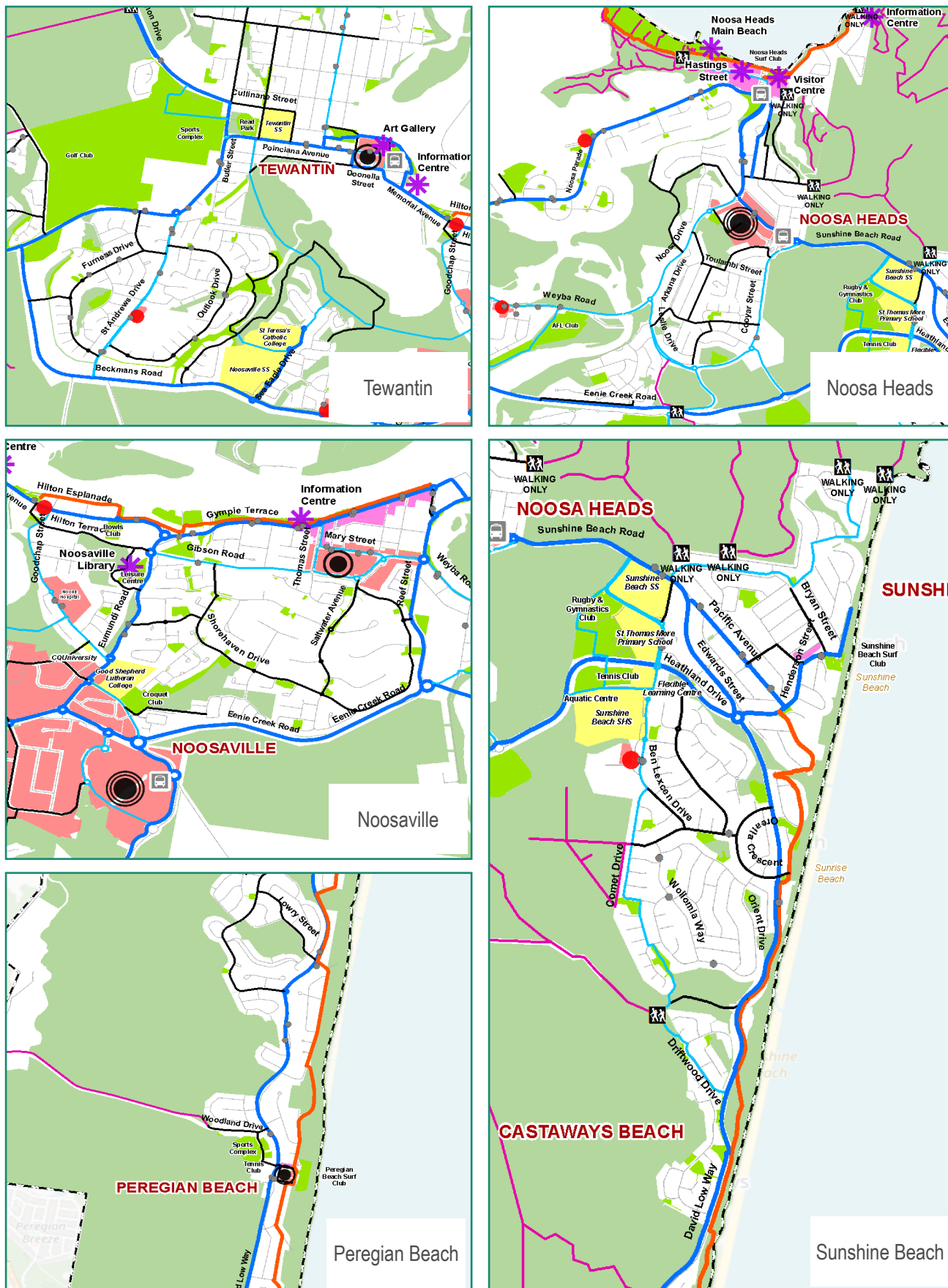


Figure 8: Proposed bike riding network plan - key coastal centres





## Walking network plan

### Hierarchy

A walking route hierarchy was developed to assist in defining standards and desirable management characteristics across the network. *Table 12* presents the proposed walking network hierarchy definitions.







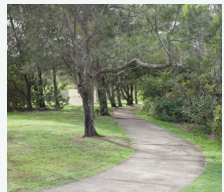


| Hierarchy   | Description/ Function   |
|---|---|
|    | <p><b>Pedestrian transport corridor</b></p> <p>Routes connecting higher order destinations such as major and district centres, employment hubs, public transport stations, major sport and recreation facilities, major tourist attractors and schools.</p> <p>Asset management plan hierarchy level 1.</p> |
|    | <p><b>Pedestrian recreation corridor</b></p> <p>Scenic, high quality walking routes of regional significance such as the Noosa Heads boardwalk and the coastal pathway.</p> <p>Asset management plan hierarchy level 1.</p>   |
|   | <p><b>Pedestrian access street</b></p> <p>High quality routes immediately surrounding major pedestrian generators such as centres, schools and public transport stations. These routes form feeder routes to/from residential areas.</p> <p>Asset management plan hierarchy level 2.</p>                    |
|  | <p><b>Pedestrian activity street</b></p> <p>Main street locations where pedestrian comfort and amenity is priority. Streets where the 'place' takes precedent over 'movement', where people are encouraged to stay and enjoy.</p> <p>Asset management plan hierarchy level 1.</p>                           |
|  | <p><b>Local</b></p> <p>Routes connecting local land uses/destinations such as local parks and community facilities. These routes also facilitate intra-neighbourhood trips and are short-cuts.</p> <p>Asset management plan hierarchy level 3/4.</p>  |
|  | <p><b>Trail</b></p> <p>Lower order recreation routes used by bush-walkers and hikers (and often mountain bike riders). They are typically gravel or sand tracks.</p>  |
|  | <p><b>Trail connector</b></p> <p>Routes which connect to trail heads, and could require minimal infrastructure (eg gravel track).</p>   |

Table 13: Walking hierarchy





### Walking network plan

Figure 8 provides an overview of the Walking network plan and Figures 9 and 10 present the more detailed plans for each key centre. More detailed plans can be viewed on Council's website or [yoursay.noosa.qld.gov.au](http://yoursay.noosa.qld.gov.au).

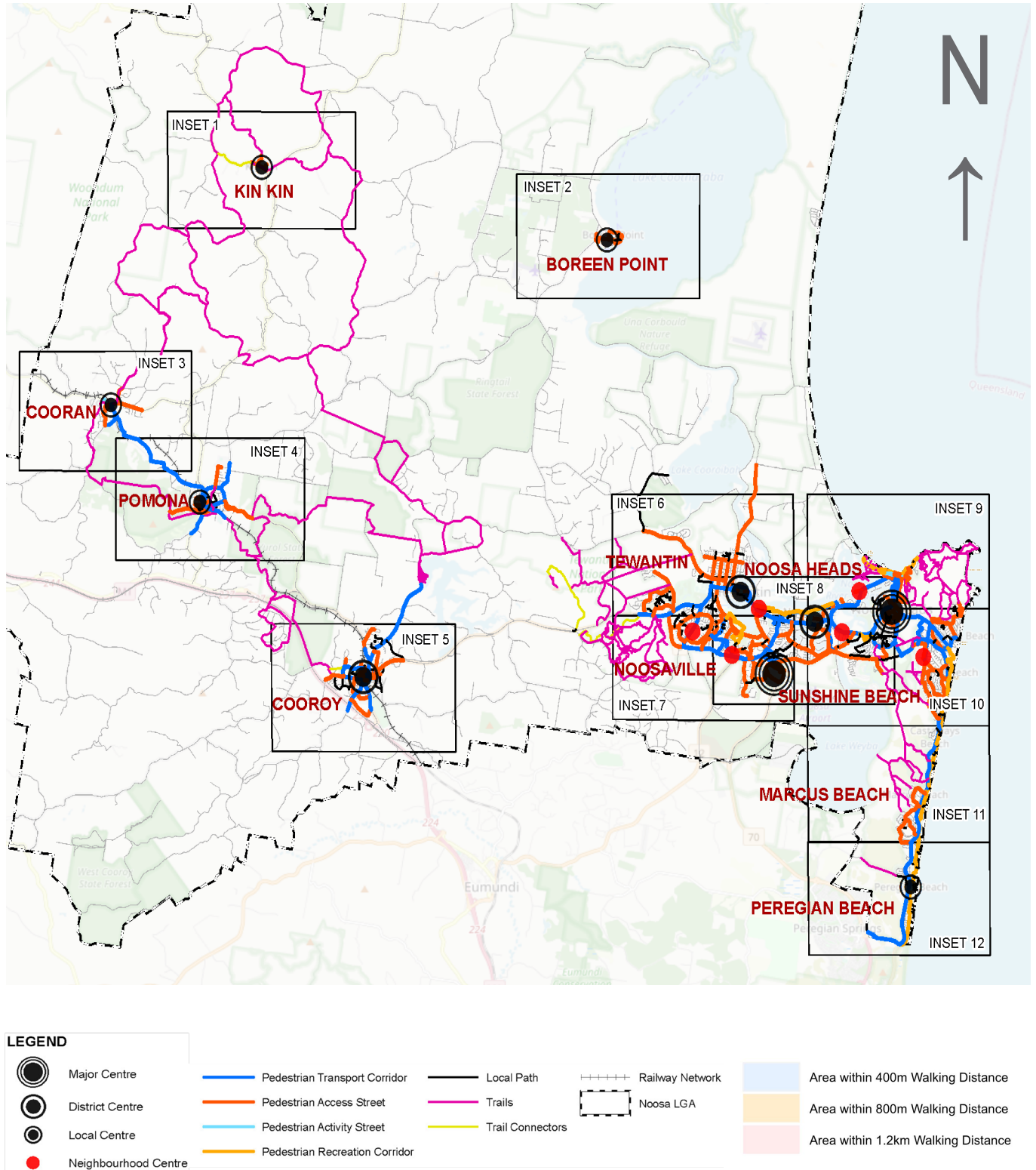


Figure 9: Proposed walking network plan





Walking Network Plan - Key Hinterland Centres

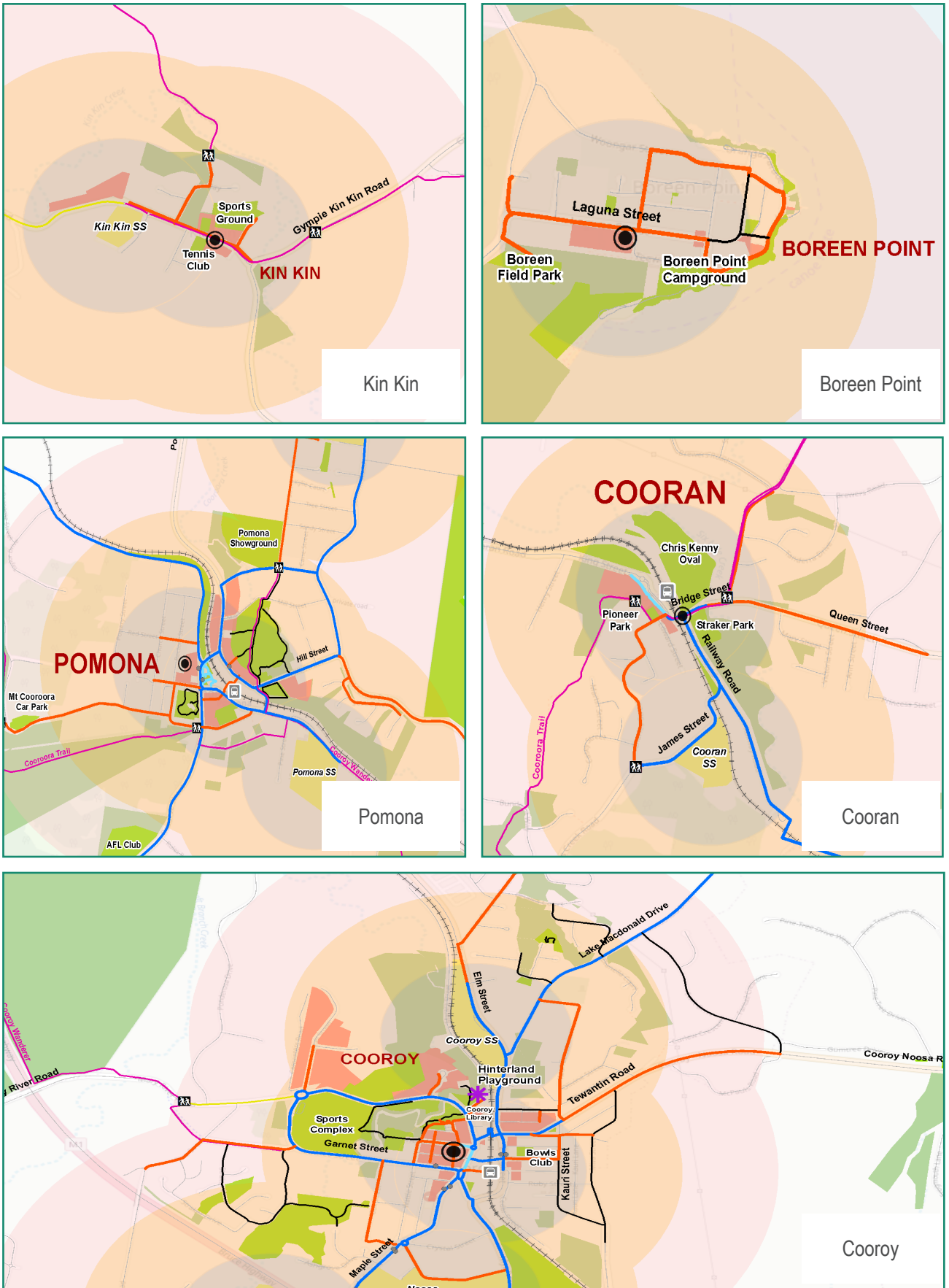
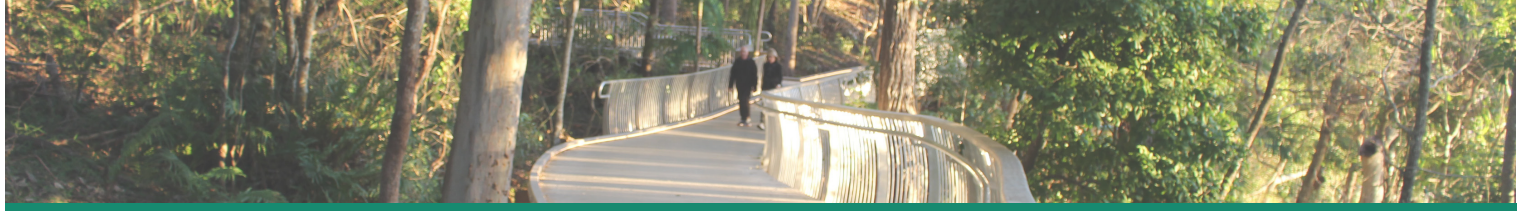


Figure 10: Proposed walking network plan - key hinterland centres



## Walking Network Plan - Key Coastal Centres

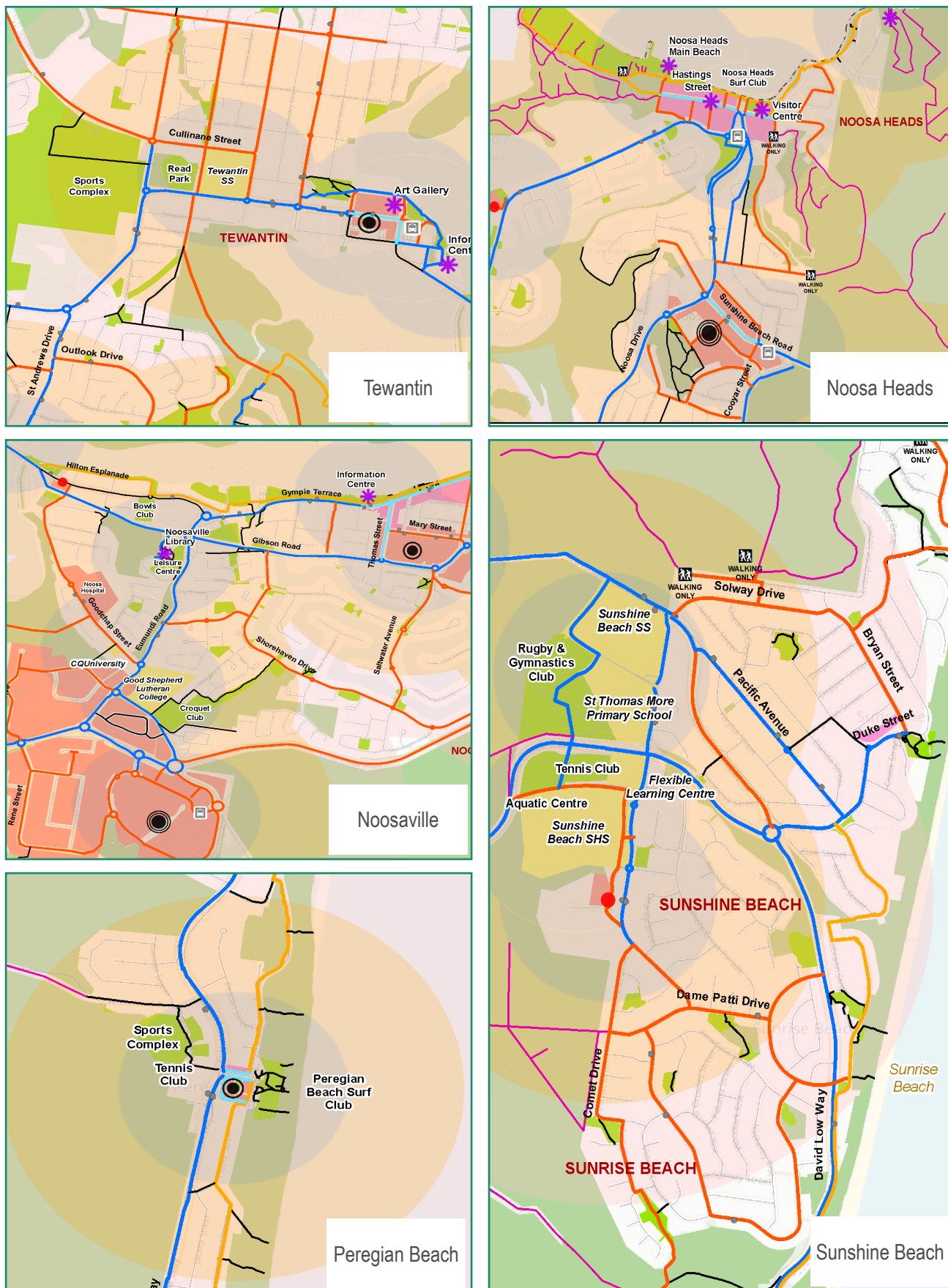


Figure 11: Proposed walking network plan - key coastal centres





## Trails network

In April 2020, Tourism Noosa prepared the Noosa Trail Network Masterplan. Key recommendations of this plan include:

- Rationalise, redevelop and realign the trail network to better deliver the type and quality of experience now sought by the growing and diverse recreational trail user market.
- Connect current fragmented trail areas and hubs within the region, to build a more cohesive and consistent overall trail experience.

Council is progressing its trail network planning with a detailed audit of the existing trail network to be completed in the 2020-2021 financial year. Trail infrastructure projects such as a Cooran to Pomona connection scored low in the NCWSIP but will be investigated as part of the trail network in the coming years.

Improving connectivity to the existing trail network is a key consideration for the NCWSIP.

The Noosa Trail Network is shown in *Figure 11*.

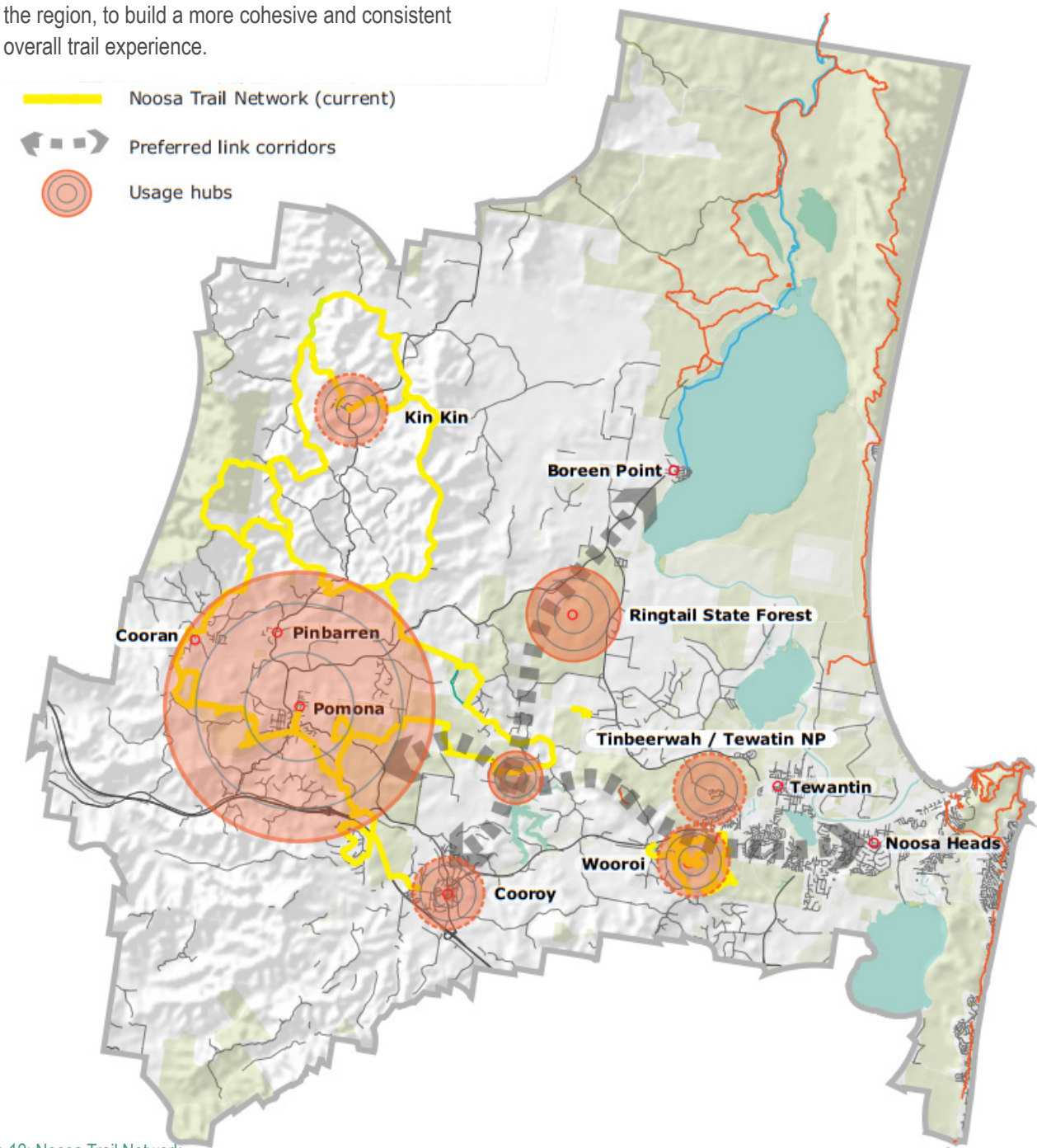


Figure 12: Noosa Trail Network



## Project types

Noosa has a network of 240kms of sealed paths and 153kms of cycle routes, however, to create a connected and safe network more infrastructure is required. A total of 453 infrastructure projects have been recommended for implementation. Of these, 173 involve upgrades to existing facilities (approximately 99km) with the other 280 being new facility projects (approximately 208km). *Figure 12* summarises the 453 projects into their project types.

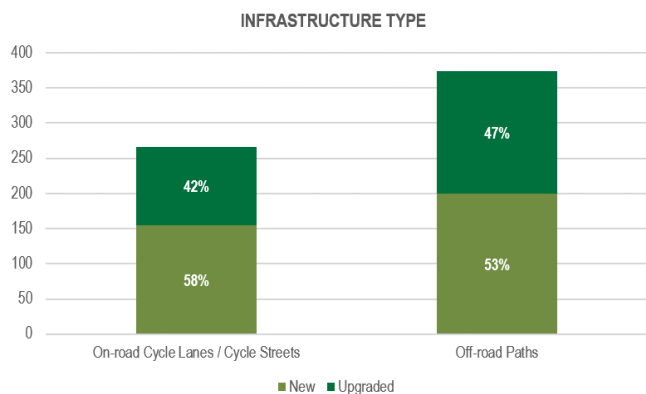


Figure 12: Infrastructure type

NUMBER OF PROJECTS BY NETWORK TYPE

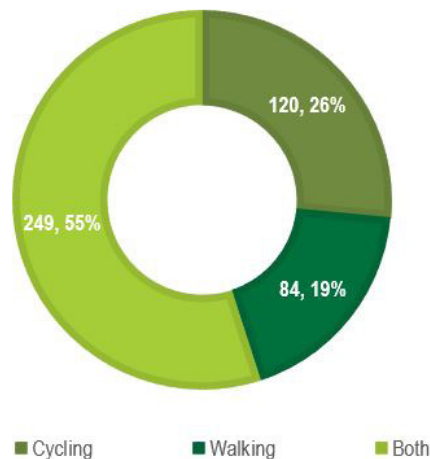


Figure 13: Number of projects by network type

## Prioritisation

A set of scoring criteria were developed in consultation with the PRG to prioritise the 453 projects. The projects were individually scored against each of the criteria, with the total score for all criteria used to determine its priority. The scoring criteria and associated weightings are provided in *Figure 14*.

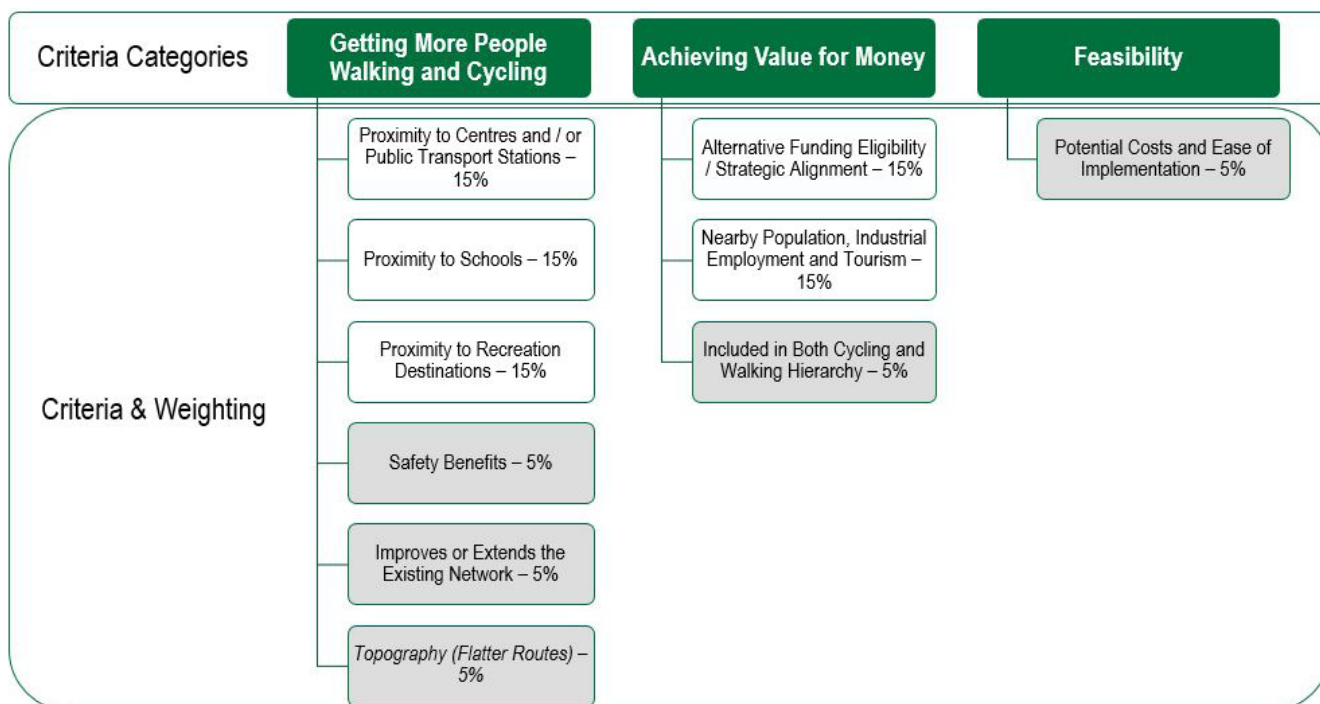


Figure 13: Assessment criteria





# Implementing the strategy



Based on the project prioritisation criteria of “Getting more people riding a bike or walking” and “achieving value for money”, most of the projects which scored highly in the prioritisation process were located in the coastal areas where population densities are higher and there are more destinations such as centres, schools, sport and recreation facilities and activity centres. This outcome is reflected in the proposed 5 and 10-year implementation plans.

In addition to the projects selected through the prioritisation process, the PRG saw the opportunity to deliver low cost, high impact infrastructure, such as temporary bike lanes and short length missing link projects to achieve our vision. A funding stream dedicated to the delivery of low cost/missing link projects (under \$100k) throughout the Shire has been included in the proposed 5 and 10 year implementation plans at a value of \$250k per year. A total of 22 low cost projects have been identified as local and hinterland links.

In line with objective 8, deliver value for money outcomes, Council will strive to reduce the cost of walking and bike riding infrastructure projects by further investigating cost-effective options during design.

By implementing cost effective projects, such as pop up bike lanes, Noosa will see the vision for more people walking and riding a bike realised more quickly.

## Available funding estimates

The available funding for bike riding and walking projects was estimated as \$1.45 million per annum (pa) over the next 10 years. This total equates to what has been forecast by Council in the 2023 to 2030 annual expenditure on pathway and boardwalk upgrades and expansions.

There may be opportunities to seek additional funding from various sources to complete future projects in the implementation plan sooner. For example, Noosa Council has been successful in attracting Cycle Network Local Government Grants from the State Government in the past. Such funds would supplement the \$1.45 million pa assumed to be available and allow for future projects to be delivered sooner. It's Council's intention to prioritise the delivery of active transport projects when it considers the annual budget. This will include investigation into alternative funding streams.

# \$1.45m

**per annum over the next 10-years**

estimated to be spent on bike riding and walking infrastructure across Noosa Shire, in addition to external grant funding.







### *5-year implementation plan*

Table 14 lists the projects in the 5-year implementation plan. A total of 29 projects including 19 low cost/missing link projects have been identified. The estimated cost of these projects totals \$14.6 million and includes grant funding.

The Garth Prowd Bridge and Noosa Parade projects will provide a high-standard bike riding and walking connection between Noosaville and Noosa Heads, two of Noosa's largest and busiest centres. These connections are expected to be a key catalyst for the growth of bike riding and walking.

### *10-year implementation plan*

Table 15 lists the projects in the 10-year implementation plan. A total of 12 projects including 6 low cost/missing link projects have been identified. The estimated cost to Council for these projects totals \$8.1 million, with \$750k for additional low cost missing link projects.

The Noosa Drive projects will connect to the upgraded facilities proposed along Noosa Parade as part of the 5-year implementation plan. Combined with the Sunshine Beach Road project, connectivity between Noosaville, Noosa Heads and Noosa Junction will be significantly improved, particularly for cyclists. Currently, high vehicular traffic and pedestrian volumes combined with limited bike riding facilities in sections is likely to discourage many people from riding along Noosa Parade and Sunshine Beach Road.

### *Future projects*

For further information on projects not shown within the 5 and 10-year implementation plans, please refer to [www.noosa.qld.gov.au/cycling-walking-strategy](http://www.noosa.qld.gov.au/cycling-walking-strategy)





## 5-year implementation plan

| Project ID   | Road / Path Description                         | Suburb          | Start Point  | End Point   | Length (m)   |
|--|---|-----------------|--|---|--------------|
| 256  | Garth Prowd Bridge                              | Noosa Heads     | West side of Bridge                                      | East side of Bridge                                       | 72           |
| 254  | Noosa Parade                                    | Noosa Heads     | Munna Point Bridge                                       | Garth Prowd Bridge  | 1,223        |
| TBC - 127, 131, 174A   | Tewantin Bypass Stage 1                         | Tewantin        | Cooroy Noosa Road  | Wentworth Street  | 875          |
| 93   | Maple Street                                    | Cooroy          | Overlander Avenue  | Bruce Highway Overpass                                    | 145          |
| 83   | Maple Street                                    | Cooroy          | Marara Street  | 60m east of Lowermill Road                                | 132          |
| 251  | Noosa Parade                                    | Noosa Heads     | Dolphin Crescent West                                    | Munna Point Bridge  | 357          |
| 250A   | Noosa Parade                                    | Noosa Heads     | Weyba Road   | Dolphin Crescent West                                     | 652          |
| 239  | Hilton Esplanade                                | Noosaville      | Memorial Avenue  | Hilton Terrace  | 690          |
| 177  | Sidoni Street, Doonella Street, Memorial Avenue | Tewantin        | Poinciana Avenue   | Lake Street   | 559          |
| 212  | Shorehaven Park link                            | Noosaville      | Walter Hay Drive   | South end of Seacove Court                                | 182          |
| <b>Hinterland and local links (low cost, high impact)</b>  |   |                 |  |   |              |
| LC4  | Stan Topper Park link                           | Pomona          | North Stan Topper Park pathway                           | Memorial Avenue   | 20           |
| 382  | Tinaroo Place off-road path                     | Tewantin        | North of no. 5 Tinaroo Place                             | Existing Heritage Park path                               | 47           |
| LC2  | Bluebell Court link                             | Noosaville      | South end of Bluebell Court                              | Bushlands Drive   | 55           |
| 318LC  | Flagship Court                                  | Castaways Beach | Flagship Court link                                      | Driftwood Drive   | 70           |
| LC5  | Tewantin Road                                   | Cooroy          | Olivine Street   | Miva Street   | 110          |
| 359LC  | Plover Street                                   | Peregian Beach  | Piper Street   | Jacana Street   | 50           |
| LC1  | Wylah Street, Swan Street                       | Noosaville      | Koel Street  | 30m north of Wylah Street                                 | 85           |
| 385  | Monterey Estate link                            | Tewantin        | Bus Stop at 52 Furness Drive                             | Monterey Estate entry                                     | 101          |
| 180LC  | Blakesley Street                                | Tewantin        | Diyan Street   | Sidoni Street   | 90           |
| LC7  | Corona Street                                   | Sunshine Beach  | East of 4 Corona Street                                  | Ray Street  | 155          |
| 6  | Lake Flat Road                                  | Boreen Point    | Laguna Street  | Boreen Field Park   | 89           |
| 69LC   | Kauri Street                                    | Cooroy          | No. 18 Kauri Street                                      | Lake MacDonald Drive                                      | 220          |
| LC3  | Oceania Crescent                                | Sunshine Beach  | Pacific Avenue   | 60m north Pacific Avenue                                  | 80           |
| 167  | Goodchap Street                                 | Noosaville      | 92m South of Hilton Terrace/<br>Ernest Street Roundabout | 45m South of Hilton Terrace /<br>Ernest Street Roundabout | 45           |
| 84A  | Mary River Road                                 | Cooroy          | Lowermill Road   | 11 Mary River Road  | 105          |
| 147  | Honeyeater Avenue, Skylark Court                | Noosaville      | Wedgetail Lane   | East end of Skylark Court                                 | 139          |
| 51   | Easement south of no. 15<br>Factory Street      | Pomona          | Factory Street   | Cooroora Creek Park                                       | 140          |
| 246LC  | Edward Street                                   | Noosaville      | Mary Street  | Gympie Terrace  | 185          |
| LC6  | William Street                                  | Tewantin        | John Street  | Jacaranda Place   | 120          |
| 270LC  | Grant Street                                    | Noosa Heads     | Noosa Drive  | Banksia Avenue  | 210          |
| Existing way-finding, mid-trip (Including tree planting for shade) and end-of-trip facility improvements |   | Shire wide      | -  | -   | -            |
| Existing network lighting improvements   |   | Shire wide      | -  | -   | -            |
| <b>Total</b>   |   |                 |  |   | <b>6,295</b> |

**Table 14: Noosa bike riding and walking network | 5-year implementation plan\***

- A. Funded by Noosa Council and the Federal Government under the Bridges Renewal Program.
- B. Council and TMR co-funded project (50-50) under the Cycle Network Local Government Grants Program.
- C. Funded through TMR's Road Stimulus Package.
- D. Funded through Council's Hinterland Playground Project
- E. May be eligible for grants from the State Government covering up to 50% of project costs.

| Proposed works   | Year 1                   | Year 2                   | Year 3                 | Year 4                 | Year 5                 | Total                          |
|--|--------------------------|--------------------------|------------------------|------------------------|------------------------|--------------------------------|
| Upgraded 4.5m shared path  | \$500,000 <sup>A</sup>   | \$3,000,000 <sup>A</sup> |                        |                        |                        | <b>\$3,500,000<sup>A</sup></b> |
| Complete corridor upgrade  | \$2,695,000 <sup>B</sup> | \$2,695,000 <sup>B</sup> |                        |                        |                        | <b>\$5,390,000<sup>B</sup></b> |
| New on road 2m lane<br>New/upgraded 3m shared path   | \$1,000,000 <sup>C</sup> |                          |                        |                        |                        | <b>\$1,000,000<sup>C</sup></b> |
| New 3m shared path   | \$110,000                |                          |                        |                        |                        | <b>\$110,000</b>               |
| New on-road 2m lane<br>Upgraded 3m shared path   | \$316,000 <sup>D</sup>   |                          |                        |                        |                        | <b>\$316,000<sup>D</sup></b>   |
| Upgraded 3m shared path  |                          |                          | \$605,000 <sup>E</sup> |                        |                        | <b>\$605,000<sup>E</sup></b>   |
| Upgraded 3m shared path  |                          |                          | \$555,000 <sup>E</sup> | \$555,000 <sup>E</sup> |                        | <b>\$1,110,000<sup>E</sup></b> |
| Shared street  |                          |                          |                        | \$340,000 <sup>E</sup> |                        | <b>\$340,000<sup>E</sup></b>   |
| Widened cycle lanes in sections<br>and new 2m footpath along<br>Memorial Avenue missing links                      |                          |                          |                        |                        | \$250,000 <sup>E</sup> | <b>\$250,000<sup>E</sup></b>   |
| New 2m shared path   |                          |                          |                        |                        | \$120,000              | <b>\$120,000</b>               |
|  |                          |                          |                        |                        |                        | <b>\$1,250,000</b>             |
| New 2m shared path<br>New 2m shared path<br>New 1.5m shared path<br>New 2.5m shared path<br>New 3m shared path     | \$250,000                |                          |                        |                        |                        |                                |
| New 2.5m shared path<br>New 1.5m shared path<br>New 1.5m shared path<br>New 2m shared path<br>New 1.5m shared path |                          | \$250,000                |                        |                        |                        |                                |
| New 3m shared path<br>New 1.5m shared path<br>New 1.5m shared path<br>New 2.5m shared path                         |                          |                          | \$250,000              |                        |                        |                                |
| New 3m shared path<br>New 1.5m shared path<br><br>New 2m shared path   |                          |                          |                        | \$250,000              |                        |                                |
| New 1.5m shared path<br>New 2m shared path<br>New 1.5m shared path   |                          |                          |                        |                        | \$250,000              |                                |
|  | \$50,000                 | \$20,000                 | \$20,000               | \$20,000               | \$20,000               | <b>\$130,000</b>               |
|  | \$100,000                | \$100,000                | \$100,000              | \$100,000              | \$100,000              | <b>\$500,000</b>               |
|  | <b>\$5,021,000</b>       | <b>\$6,065,000</b>       | <b>\$1,530,000</b>     | <b>\$1,265,000</b>     | <b>\$740,000</b>       | <b>\$14,621,000</b>            |

\*This draft implementation plan is subject to change as a result of grant allocations, council budget processes and emergent works.



## 10-year implementation plan

| Project ID   | Road / Path Description   | Suburb                           | Start Point                                  | End Point   | Length (m)        |
|--|---|----------------------------------|--|---|-------------------|
| 163  | Eumundi Noosa Road  | Noosaville                       | Eenie Creek Road                             | Walter Hay Drive  | 440               |
| 293  | Sunshine Beach Road   | Noosa Heads                      | Noosa Drive                                  | Cooyar Street   | 564               |
| 269  | Lions Park Noosa Heads link   | Noosa Heads                      | Lions Car Park                               | Sunshine Beach Road   | 1,002             |
| 257  | Noosa Parade  | Noosa Heads                      | East side of Garth Prowd Bridge              | Lions Car Park access   | 221               |
| 259  | Noosa Drive/ Noosa Parade precinct  | Noosa Heads                      | Lions Car Park access                        | Hastings Street   | 267               |
| 153  | Rene Street   | Noosaville                       | No. 68 Rene Street                           | No. 100 Rene Street   | 268               |
| 154  | Rene Street   | Noosaville                       | Eumundi Noosa Road                           | Production Street   | 931               |
| <b>Hinterland and local links (low cost, high impact)</b>  |   |                                  |  |   |                   |
| 187<br>244B<br>387<br>Misc   | Butler Street<br>Thomas Street<br>Carruthers Park<br>Unallocated hinterland and local links | Tewantin<br>Noosaville<br>Cooroy | Crank Street<br>Mary Street<br>Carruthers St | 110m north of Crank Street<br>Gibson Road<br>Blue Wren Place      | 116<br>100<br>140 |
| LC11<br>LC13   | McKinnon Drive link<br>Leslie Drive Service Road  | Tewantin<br>Noosa Heads          | McKinnon Drive<br>29 Leslie Drive            | Dilgar Place cul-de-sac<br>70m South of Leslie Drive intersection | 160<br>82         |
| LC15<br>LC19   | Peregian Trail connector<br>Nancy Cato Park link  | Peregian Beach<br>Noosaville     | Peregian Breeze Drive<br>Bust Stop: 301764   | Woodland Drive<br>Dolphin Crescent                                | 1325<br>61        |
| LC10   | Lewis Street link   | Noosaville                       | Existing pathway on Lewis Street             | Existing pathway on McKenna Court                                 | 122               |
| LC18<br>Misc   | Seaview link<br>Unallocated hinterland and local links                                      | Sunshine Beach                   | 26 Seaview Terrace                           | Arakoon Crescent  | 74                |
| Unallocated hinterland and local links (low cost, high impact projects)                                  |   | Shire wide                       | -  | -   | -                 |
| Existing way-finding, mid-trip (Including tree planting for shade) and end-of-trip facility improvements |   | Shire wide                       | -  | -   | -                 |
| <b>Total</b>   |   |                                  |  |   | <b>4,324</b>      |

**Table 15: Noosa bike riding and walking network | 10-year implementation plan\***

- A. Funded by Noosa Council and the Federal Government under the Bridges Renewal Program.
- B. Council and TMR co-funded project (50-50) under the Cycle Network Local Government Grants Program.
- C. Funded through TMR's Road Stimulus Package.
- D. Funded through Council's Hinterland Playground Project
- E. May be eligible for grants from the State Government covering up to 50% of project costs.

| Works summary   | Year 6                 | Year 7                   | Year 8                   | Year 9                 | Year 10          | Total                          |
|---|------------------------|--------------------------|--------------------------|------------------------|------------------|--------------------------------|
| Northbound on-road lane widened to 1.5m   | \$530,000              |                          |                          |                        |                  | <b>\$530,000</b>               |
| New 3m separated cycle path   | \$215,000 <sup>E</sup> |                          |                          |                        |                  | <b>\$215,000<sup>E</sup></b>   |
| ~4.5m elevated shared path  |                        | \$2,437,500 <sup>E</sup> | \$2,437,500 <sup>E</sup> |                        |                  | <b>\$4,875,000<sup>E</sup></b> |
| Upgrade on-road 1.5m lane<br>Upgraded 3m shared path                                |                        |                          |                          | \$287,000 <sup>E</sup> |                  | <b>\$287,000<sup>E</sup></b>   |
| Upgraded 3m shared path,<br>improved crossing facilities                            |                        |                          |                          | \$525,000 <sup>E</sup> |                  | <b>\$525,000<sup>C</sup></b>   |
| New 2m shared path  |                        |                          |                          |                        | \$175,000        | <b>\$175,000</b>               |
| New on-road 1.5m lane   |                        |                          |                          |                        | \$105,000        | <b>\$105,000</b>               |
|   |                        |                          |                          |                        |                  | <b>\$1,250,000</b>             |
| New 2m shared path<br>New 2.5m shared path<br>New 2m shared path                    | \$250,000              |                          |                          |                        |                  |                                |
| New 2m shared path<br>New 1.5m shared path<br><br>New trail<br>New 2.5m shared path |                        | \$250,000                |                          |                        |                  |                                |
| New 1.5m shared path<br><br>Upgraded track  |                        |                          | \$250,000                |                        |                  |                                |
| -   |                        |                          |                          | \$250,000              | \$250,000        |                                |
| -   | \$20,000               | \$20,000                 | \$20,000                 | \$20,000               | \$20,000         | <b>\$100,000</b>               |
|   | <b>\$1,015,000</b>     | <b>\$2,707,500</b>       | <b>\$2,707,500</b>       | <b>\$1,082,000</b>     | <b>\$550,000</b> | <b>\$8,062,000</b>             |

\*This draft implementation plan is subject to change as a result of grant allocations, council budget processes and emergent works.





# Monitoring and evaluation



## Monitoring

Continued monitoring and review of bike riding and walking outcomes in Noosa is important to understand the success of the NCWSIP and if any modifications are required.

Accurate data is required to establish a baseline for network usage and the success of initiatives. *Table 15* identifies the tasks required to effectively monitor participation levels. Once baseline data is established, targets should be developed to measure the success of the NCWSIP.

| Task  | In progress | Short Term (by 2026) | Medium Term (by 2031) | Ongoing |
|---|-------------|----------------------|-----------------------|---------|
| 1. Continue to monitor existing count sites and install new counters on strategic off-road and on-road active transport routes to track participation levels.   | ✓           |                      |                       | ✓       |
| 2. Investigate and implement ways to regularly and cost-effectively collate resident and visitor travel behaviour information.  |             | ✓                    |                       | ✓       |
| 3. Utilise data collected in above tasks to prepare baseline data and inform the development of targets to track active transport participation and NCWSIP implementation. This data should be made publicly accessible.  | ✓           |                      |                       |         |
| 4. Review and track active transport performance indicators. Analyse data collected to inform: <ul style="list-style-type: none"> <li>Why people travel the way they do and potential ways to increase active transport mode share (eg targeted marketing and programs aimed at overcoming concerns with bike riding or walking).</li> <li>Understanding of usage patterns (eg high use routes, roads or road sections being avoided and how upgrades affect participation levels) to inform construction of new/upgraded infrastructure.</li> <li>Refinement of the prioritisation of works identified in the NCWSIP.</li> </ul> | ✓           |                      |                       | ✓       |

**Table 16: Monitoring participation levels**



## Key performance indicators

Table 16 identifies the key performance indicators that will be used to assess the performance of the NCWSIP and how frequently the reviews will be completed.

It is proposed that a review of the strategy and its implementation be undertaken within five years and a major update completed by 2031.

| <i>Key performance indicator</i>  | <i>Measurement</i>  | <i>Review time-frame</i> |
|---|---|--------------------------|
| <b>INFRASTRUCTURE</b>   |   |                          |
| Cycle network growth  | Kilometres of new or upgraded cycleways <sup>(1)</sup>  | Annually                 |
| Walk network growth   | Kilometres of new or upgraded footpaths <sup>(1)</sup>  | Annually                 |
| Completion of Principal Cycle Network (PCN) Priority A routes                         | 20kms of PCN Priority A routes completed every five years <sup>(1)</sup>  | Every five years         |
| New or improved mid-trip and end-of-trip facilities                                   | Additional number of assets along walk and cycle pathways <sup>(1)</sup>  | Annually                 |
| <b>PARTICIPATION</b>  |   |                          |
| Cyclist participation growth  | Increase in cyclist volumes by type (eg gender, age, e-wheeling user) on pathways and on cycleways. <sup>(2)</sup>  | Annually                 |
| Walking participation growth  | Increase in pedestrian volumes by type (eg gender, age) on pathways <sup>(2)</sup>  | Annually                 |
| Increased journey to work bike riding mode share                                      | Increase in people bike riding to work (2016 ABS data indicates that 0.9% of people cycled to work in Noosa Shire) <sup>(3)</sup>   | Every four years         |
| Increased journey to work walking mode share  | Increase in people walking to work (2016 ABS data indicates that 3.4% of people walked to work in Noosa Shire) <sup>(3)</sup>   | Every four years         |
| Increased school student participation in walking and bike riding events and programs | Reduce the number of vehicles entering school precincts and preferred transport modes identified in parent surveys. <sup>(4)</sup>  | Annually                 |
| Increased encouragement programs and attendance                                       | Increase in number of programs to encourage bike riding and walking held in Noosa <sup>(4)</sup><br>Increased attendance at encouragement programs held in Noosa <sup>(4)</sup> | Annually                 |

**Table 17: Key performance indicators**

(1) Data source: Council asset database

(2) Data source: Count data

(3) Data source: Australian Bureau of Statistics Journey to Work data

(4) Database to be developed



# Glossary and reference material



## Glossary

|                                     |  |
|-------------------------------------|--|
| <b>Active transport (AT)</b>        | The mix of walking and cycling, integrated with public transport, used as a mode of travel for commuting, recreation or utility purposes, instead of private motorised vehicles and taxis. Active transport promotes individual and community health and wellbeing. Can also include skating and scootering.   |
| <b>Bicycle/bike</b>                 | A vehicle with two or more wheels that is built to be propelled by human power through a belt, chain or gears.   |
| <b>Bicycle awareness zone (BAZ)</b> | A bicycle facility which is on the road carriageway and defined using a yellow bicycle symbol to indicate bicycle riders may be in the area but does not provide exclusive space for bicycle riders.   |
| <b>Bicycle lane</b>                 | An exclusive space for cyclists on the road carriageway, defined by white lines on either side, a white painted bicycle symbol and regulatory signage.   |
| <b>Council</b>                      | Noosa Council.   |
| <b>Cycle street</b>                 | Cycle streets (also called Safe Active Streets or Bicycle Boulevards in other jurisdictions) are local access roads that form part of the principal cycle network. Cycle streets can also be considered as bicycle paths with limited vehicle access. Cycle Streets are designed as a mixed traffic environment and encourage bicycle riders to use the centre of the road. When approaching or opposing motor vehicles, drivers must use the rough textured edges of the carriageway. |
| <b>Cyclist/bicycle/bike rider</b>   | A person who is riding a bicycle.  |
| <b>Cycleway</b>                     | A bicycle facility such as a shared path, bicycle only path or separated cycle track.  |
| <b>End-of-trip facilities</b>       | Facilities located at the end of a journey that can encourage people to cycle or walk such as showers, lockers and toilets, as well as short or longer-term secure bicycle parking.  |
| <b>E-wheeling or e-mobility</b>     | Emerging active transport device where the "e" stands for electric. The most popular forms are electric bikes (e-bikes) and electric scooters (e-scooters) but can also include e-skateboards, electric pedal assisted bikes (pedelecs) and seated e-scooters.   |
| <b>Footpath</b>                     | A path which is off-road, generally in the road verge, which is provided for pedestrians. Note that in Queensland, bicycle riders are permitted to use the footpath.   |
| <b>HPR</b>                          | Highest Priority Route.  |
| <b>LGA</b>                          | Local Government Area.   |
| <b>Micro-mobility</b>               | Another term used to describe e-wheeling or e-mobility. Typically small, lightweight electric powered vehicles operating at speeds typically below 25km/h.   |
| <b>Mid-trip facilities</b>          | Facilities that support users whilst undertaking their journey such as drinking fountains, rest spots, seating, shade, shelter and lighting.   |
| <b>NCWSIP</b>                       | Noosa Cycling and Walking Strategy and Implementation Plan.  |
| <b>Off-road bicycle facility</b>    | A bicycle facility is said to be off-road when it is located in the verge (ie road related area parallel to the road carriageway); through parks or reserves; or within a public transport corridor or other public or private land not open to motor vehicle traffic.   |
| <b>On-road bicycle facility</b>     | A bicycle facility is said to be on-road when it forms part of the road carriageway such as a bicycle lane or a shoulder shared with parked vehicles.  |
| <b>Pedestrian</b>                   | Any person walking including a person: driving a motorised wheelchair, a non-motorised wheelchair, a wheeled recreational device or wheeled toy.   |



|                                 |   |
|---------------------------------|---|
| <b>PCN</b>                      | Principal Cycle Network, defined by TMR.  |
| <b>PRG</b>                      | Project Reference Group   |
| <b>Raised priority crossing</b> | Where pathway users are given priority across a road using regulatory GIVE WAY or STOP signs and line marking, it is referred to as a priority crossing. Where these facilities are constructed on a raised platform to increase visibility and reduce vehicle speeds, it is referred to as a raised priority crossing. |
| <b>Separated cycle track</b>    | A bicycle facility for cyclists only which is physically separated from motor vehicles either in the road verge (off-road) or on the road carriageway (on-road).  |
| <b>Separated path</b>           | A path which is off-road and has separated space for pedestrians and cyclists, usually defined through line-marking and signage.  |
| <b>Shared path</b>              | A path which is off-road and is shared space with pedestrians and cyclists. The minimum width for a shared path is 2.5m.  |
| <b>TMR</b>                      | Department of Transport and Main Roads.   |

## Reference Material

The Noosa Cycling and Walking Strategy and Implementation Plan is a summary document supported by the following working papers:

- Working Paper 1 - Background analysis
- Working Paper 2 - Strategy and network plan development
- Working Paper 3 - Implementation plan and development





