

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

Community Feedback and Responses

Duration of engagement:	19 March 2021 – 16 April 2021
Information distributed via:	Emails to community stakeholder database Your Say Noosa Pop-up displays at electric vehicle expo, Council libraries and at Council's Tewantin office Media release to local media outlets Two ads in the Noosa Today newspaper Corflute signs at trail heads and prominent riding walking routes Social media posts on Facebook and Instagram

Overview

Council received over 260 responses to our request for feedback on the draft Cycling and Walking Strategy and Implementation Plan. Overall the feedback received was positive and supportive of the Strategy and Implementation Plan. The majority of detailed comments received related to suggestions to the network plans and priorities, as well as requesting improvement to aspects such as pathway conflicts, crossings, supporting infrastructure and non-infrastructure solutions. The following table provides an overall summary of the feedback received.

Residents supported the direction of the NCWSIP. The top three actions identified by the community to encourage more bike riding and walking across the Shire were:

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

Who responded?

**260**

responses

**74%**of respondents
were aged 50+**84%**of respondents
live in Noosa
Shire**98%**of respondents
are actively
engaged with
bike riding and
walking

Feedback Summary	Response
Routes and Projects	
<p>Routes requiring a higher priority</p> <p>The following routes/areas should be given a higher priority:</p> <ul style="list-style-type: none"> • Between Lake Cooroibah and Tewantin • Between Elanda Point and Tewantin via Boreen Point • Around Lake Doonella, Tewantin • Between Shields Street and Doonella Street, Tewantin • Between Lake Macdonald, and Cooroy • Those in less populated areas such as along Sunrise Road, Tinbeerwah • Around schools • Pomona – Projects 39, 40 and 41 (Cooran to Pomona) fall into priority band 201-300. What does this banding mean? • Peregian Beach to Peregian Breeze link (feedback received through letters from Community Groups) 	<p>Approximately 450 infrastructure projects have been recommended for implementation. A scoring system was developed to assist with determining project priority.</p> <p>Projects were prioritised based on criteria aimed at “getting more people riding a bike or walking” and “achieving value for money”. Project feasibility was also considered.</p> <p>The criteria and scoring system was developed in consultation with the Project Reference Group (PRG). Proximity to schools was one of the higher weighted criteria.</p> <p>Whilst this may not always be the case, it is expected that the greater the population and activity in an area, the more likely infrastructure will be used. As a result, many of the higher scoring projects are located in areas where population densities are higher and there are more destinations such as activity centres, schools, sport and recreation facilities.</p> <p>Estimated project costs, as well as current forecast 2023 to 2030 Council spending on pathway and boardwalk upgrades or expansions, were key factors considered when identifying the priority projects in the implementation plan.</p> <p>Importantly, if further funding is secured, or project costs are lower than estimated, additional projects could be completed.</p> <p>Projects 39, 40 and 41, were identified as falling within the 201-300 project priority band. Projects within the 1-25, 26-50 band have a higher priority and will likely be delivered first. Projects 39, 40 and 41 scored low in the prioritisation process but will be investigated further as part of the Detailed Trail Masterplan and Implementation Plan project currently underway. Refer also Hinterland town connectivity improvements section below.</p>

Feedback Summary	Response
<p>Cycling / walking paths should take alternative routes to those identified in the strategy</p> <p>Feedback included:</p> <ul style="list-style-type: none"> • Give more consideration to terrain when planning routes (avoid hills and dales) • Consider a path around Noosa Hill along the river to take people into Hastings Street/Main Beach from behind the J. 	<p>Many factors were considered when identifying project routes including key destinations, shopping and education hubs, tourist attractions, terrain and strategic alignment. Consideration was also given to routes identified on the Department of Transport and Main Roads (DTMR) Principal Cycle Network Plan (PCNP).</p> <p>However, consistent with the strategic nature of the document, only initial investigations of routes and potential infrastructure arrangements/requirements were undertaken.</p> <p>Further planning and investigations will be completed prior to any projects proceeding. Community consultation will also be undertaken at which time feedback regarding proposed route alignment, treatments can be provided.</p>
<p>Additional routes/connections</p> <p>Suggested routes included:</p> <ul style="list-style-type: none"> • Peregian Beach – between Peregian Village and the South Peregian Beach roundabout on David Low Way • Peregian Beach – between Peregian Village and the David Low Way/’Glen Eden’ intersection • Peregian Beach – between Peregian Beach and Peregian Breeze Estate • Pomona – from the west side of the Reserve Street level railway crossing to the Orange Cafe/Noosa Shire Museum • Pomona – between the town centre and the Showgrounds via Exhibition Street • Pomona – along School Street • Pomona – along Reserve Street, from midway between Rifle Street and Rules Road, to Pioneer Road • Pomona – between Hill Street and Whistler Way with connections to Gerrygone Place and Friarbird Place • A route through the rear of the Memorial Avenue shops in Pomona. 	<p>Most of these routes were identified in the strategy. However, two (2) additional Pomona projects have now been included. A description of the project as well as the project ID and its implementation plan priority banding are identified below:</p> <ul style="list-style-type: none"> • Pomona – along Reserve Street, from midway between Rifle Street and Rules Road, to Pioneer Road: Project 391 Band 201 to 300 • Pomona – between Hill Street and Whistler Way with connections to Gerrygone Place and Friarbird Place: Project 392 Band 51 to 100 <p>Memorial Avenue is identified as a pedestrian access street within the walking network hierarchy. It is envisaged that this route could be progressed as part of future development proposed by private landowners.</p>

Feedback Summary	Response
<p>Hinterland town connectivity improvements</p> <p>A cycling/walking path between Cooran and Cooroy via the railway corridor should be constructed.</p> <p>It was also asked if Council supports the construction of a cycling/walking path between Cooran and Pomona via the railway corridor.</p>	<p>Projects which would result in connections between Cooran and Pomona, and Pomona and Cooroy were identified. These projects scored low in the prioritisation process but will be investigated further as part of the Detailed Trail Masterplan and Implementation Plan project currently underway.</p> <p>Preliminary investigations of the link between Cooran and Pomona have included assessment of a route adjacent to the existing railway and a route consistent with TMR priority cycle network mapping. Agreement from external parties/agencies and extensive planning would be required to enable projects on either alignment to proceed further. Noosa Council have received two petitions regarding the Cooran to Pomona Trail, with one petition supporting the connection and the other in opposition.</p> <p>An alternate off-road route is currently available via Noosa Trail 5 which is programmed for upgrading in the 2021/22 financial year.</p>
<p>Additional and improved cycling and walking trails</p> <p>Feedback included:</p> <ul style="list-style-type: none"> • We need more gravity trails that attract repeat visitors • Provide a connected trail from Wooroi to Kin Kin via Lake MacDonald and Pomona • There is enormous potential for expanding the trail network. There is even potential to make Noosa a serious mountain biking destination • Mountain biking in Noosa is growing rapidly and it would be great to see more money invested into the growth of this sport including more trails and trailhead facilities • Provide paths which link to trail heads as currently I must drive to trail heads • Additional maintenance on the existing trail network is needed. Use of several trails is impacted by erosion, long grass etc. 	<p>Council is currently preparing a Detailed Trail Masterplan and Implementation Plan which is expected to consider such matters.</p>

Feedback Summary	Response
Additional Short Missing Links & Routes / Projects	
There needs to be more footpaths that link up	The implementation plan includes allowance for addressing existing missing links in the network.
<p>Missing links (i.e. small gaps in the networks).</p> <p>The following four (4) additional missing links were identified:</p> <ul style="list-style-type: none"> • Sunshine Beach - missing link between 26 Seaview Terrace and Arakoon Crescent • Noosaville – Weyba Creek path between Nancy Cato Park and Dolphin Crescent • Pomona – missing link on Hill Street between Ambulance Street and Summit Road. 	<p>We will update the implementation plan to include the following identified missing links:</p> <ul style="list-style-type: none"> • Noosaville – between Nancy Cato Park and Dolphin Crescent: LC19 • Noosaville – Lewis Street Link between the existing pathway on Lewis Street and McKenna Court: LC10 • Noosaville – Goodchap street south of Hilton Terrace/Ernest Street roundabout • Noosa Heads – Leslie Drive link between 29 Leslie Drive and 70m south of Leslie Drive intersection: LC 13 • Peregrin Beach – Peregrin trail connector between Peregrin Breeze Drive and Woodland Drive: LC15 • Sunshine Beach – between 26 Seaview Terrace and Arakoon Crescent: LC18 • Tewantin – McKinnon Drive Link between McKinnon Drive and Dilgar Place cul-de-sac: LC11
Safety	
<p>Improved crossing facilities on major roads are required. Specific locations suggested included:</p> <ul style="list-style-type: none"> • Noosa Drive near Hibiscus Avenue • Noosa Drive / Noosa Parade between the Lions Park and Hastings Street. • Eumundi-Noosa Road near Rene Street • Eumundi-Noosa Road between Goodchap Street and Beckmans Road. 	<p>The implementation plan includes projects involving works on and adjacent to Noosa Drive and Noosa Parade. Both of these projects will include crossing facilities.</p> <p>Noosa Council are currently investigating the implementation of mid-block pedestrian crossings of Eumundi Noosa Road between Goodchap St and Beckmans Road, in conjunction with a shire wide traffic study.</p>

Feedback Summary	Response
<p>Measures to reduce the potential of conflicts between various uses need to be considered/implemented. Feedback included:</p> <ul style="list-style-type: none"> • Cycle facilities should be separated from the road • Reducing the speed limit of motorised vehicles in residential streets to 30km/h • E-device riders should not be allowed on footpaths • Cyclists should not be allowed on footpaths. 	<p>A key aim of the strategy and implementation plan is to improve and provide facilities that are safe for all users.</p> <p>Multiple factors were considered prior to identifying the types of facilities referred to in the strategy and implementation plan. These factors included expected user types, traffic volumes and speed, demands and cost.</p> <p>Default speed limits such as those applicable to residential streets are set by the Traffic Advisory Committee (TAC) comprised of representatives from State government agencies and local councils. Noosa Council agree that reduced speed limits can assist and are planning to trial Cycle Street treatments in several locations around Noosa where, in consultation with TAC, speed limits could be reduced to 30km/hr.</p> <p>Queensland Road Rules currently allow e-devices and bicycles to be ridden on most footpaths. Riders must keep left, give way to pedestrians and travel at a safe distance from pedestrians to avoid collisions. The road rules are legislated by the Queensland Government and do not fall under Council's jurisdiction.</p>
Infrastructure & Facilities	
<p>Overall cycling and walking pathways in Noosa are better than most other local government areas.</p>	<p>Council is proud of the existing network but know that there is always room for improvement.</p>
<p>Existing infrastructure needs to be better maintained. Feedback included:</p> <ul style="list-style-type: none"> • Vegetation intrusion is common on several on road and off-road paths • On-road and off-road pathways need to be swept regularly to remove broken glass and debris. 	<p>The strategy identifies the need to review and improve cycling and walking asset management.</p>
<p>Better supporting infrastructure is required. Feedback included:</p> <ul style="list-style-type: none"> • Pathways need better lighting, especially in low traffic areas • More toilets and drinking fountains are needed • Provide better wayfinding signage • Provision for e-mobility parking and charging stations • Provide secure lockers at the beach. 	<p>The implementation plan includes allowances for providing/improving:</p> <ul style="list-style-type: none"> • Path lighting • Mid-trip and end-of-trip facilities (e.g. toilets and drinking fountains, bicycle parking, lockers) • Wayfinding signage. <p>The strategy also identifies several actions relating to providing facilities which support green travel modes including e-mobility and electric mobility scooters.</p>

Feedback Summary	Response
<p>Explore more cost-efficient ways of constructing the long-distance cycle paths between key destinations – for example, compacted materials rather than concrete or bitumen.</p>	<p>Council is currently preparing a Detailed Trail Masterplan and Implementation Plan which is expected to consider such matters.</p>
<p>Non-Infrastructure Approaches</p>	
<p>Further promote and encourage active and public transport. Suggestions on how this could be done included:</p> <ul style="list-style-type: none"> • Providing e-transport charging stations • School education <ul style="list-style-type: none"> ○ Student participation ○ Liaise with schools to determine the feasibility of establishing 'walking buses' • Participate in relevant key events including National Ride2School Day; United Nations Global Road Safety Week etc. • Driver education • Promote cycling related road rules • Install cyclist/pedestrian counters as part of infrastructure projects. 	<p>The Noosa Transport Strategy and the Noosa Cycling and Walking Strategy acknowledges that both infrastructure and non-infrastructure approaches will be required to achieve the vision and objectives.</p> <p>The Go Noosa Schools program, which encourages students to walk or ride to school is currently being trialled in the Noosaville schools precinct. The trial is under review and we look forward to expanding the program.</p> <p>Both strategies identify actions relating to travel behaviour change, embracing emerging technologies, providing supporting facilities to further promote and encourage more people to walk, cycle and catch public transport.</p>
<p>Miscellaneous</p>	
<p>Feedback was provided in relation to matters concerning works on Department of Transport and Main Roads (TMR) roads, TMR policies/planning. Feedback included:</p> <ul style="list-style-type: none"> • Pomona – liaise with TMR in relation to re-routing the Principal Cycle Network away from the Reserve Street level crossing • Pomona – liaise with TMR regarding the location and design of a pedestrian refuge on Factory Street (a state-controlled road), near number 15 Factory Street • Tewanin / Tinbeerwah – the Principal Transport cycle route on Cooroy-Noosa Road between Sunrise Road and Gyndier Drive [which is consistent with TMR's Principal Cycle Network Plan] should deviate to follow Gyndier Drive instead • The Primary Recreation route through Peregrin Beach [which is consistent with TMR's Principal Cycle Network Plan] should be modified. <p>Detailed feedback was provided on the Noosa Parade upgrade project.</p>	<p>TMR are responsible for the Principal Cycle Network Plan (PCNP) and State-controlled transport network infrastructure.</p> <p>Council will be consulted as a key stakeholder should TMR decide to modify PCNP routes, and undertake work on the State-controlled transport network.</p> <p>Importantly, further planning and investigations will be completed prior to any Council project proceeding. Community consultation will also be undertaken at which time feedback regarding proposed route alignment and treatments can be provided. As part or subject to the outcomes of these investigations, Council may ask TMR if PCNP route/s can be modified and updated.</p> <p>Detailed feedback provided on the Noosa Parade upgrade project was passed onto the project team and is being addressed separately to the Noosa Cycling and Walking Strategy.</p>

Feedback Summary	Response
Consultation / Engagement	
<p>As part of the planning for projects, discussions should be conducted with affected local residents, businesses and other stakeholders. Measures that achieve project goals whilst reducing any project impacts should also be considered.</p>	<p>Further planning and investigations will be completed prior to any projects proceeding. Community consultation will also be undertaken at which time feedback regarding proposed route alignment and treatments can be provided.</p>
<p>There should have been more community engagement to better explain what is proposed</p>	<p>The community feedback process via Council's Your Say website was the last phase in the consultation/engagement process. One of the goals of the community feedback via Council's Your Say website was to canvas opinions and local knowledge from the broader community relating to specific projects. This has been achieved via over 260 submissions from the community. The community were invited to participate through the following channels:</p> <ul style="list-style-type: none"> • emails to community stakeholder database • Your Say Noosa • pop-up displays at electric vehicle expo, Council libraries and at Council's Tewantin office • media release to local media outlets • two ads in the Noosa Today newspaper • corflute signs at trail heads and prominent riding and walking routes • social media posts on Facebook and Instagram. <p>Throughout the development of the draft strategy, Council worked with a Project Reference Group (PRG) made up of a targeted group of stakeholders from across the Shire. These included members from resident and ratepayers' associations, sports clubs, bicycle groups and local businesses.</p> <p>Considerable community engagement was also undertaken as part of developing the current Noosa Transport Strategy, Noosa Sport and Active Recreation Plan and Noosa Trails Master Plan and the previous Walking and Cycling Strategy 2004 – 2016. The updated Walking & Cycling Strategy aimed to refine the directions of these existing documents.</p> <p>There will be opportunities to provide additional and detailed comments as part of planning the projects identified in the 5 and 10 year implementation plans.</p>

Feedback Summary	Response
<p>There was a lack of adequate geographic representation within the project reference group (PRG)</p>	<p>The role of the PRG was to provide targeted community input and feedback to the project within the bounds of the project brief. Specifically, the reference group was collectively responsible for the following key activities and tasks:</p> <ul style="list-style-type: none"> • Review of various information and reports from the Project Working Group (internal) • Review the findings of various reports submitted by the Project Working Group (internal) and provide constructive unbiased input and feedback • Provide feedback to and from community groups/networks associated with the delivery of the project • Using their established communication networks throughout the community to assist Council with project delivery. <p>It was not the intent of the PRG to focus on specific projects or locations within the shire but rather to provide feedback and guidance on the project processes.</p>