



COASTAL PATHWAY

Linear Open Space Master Plan

Community Consultation Summary Report

**COASTAL PATHWAY LINEAR OPEN SPACE MASTER PLAN
COMMUNITY CONSULTATION SUMMARY REPORT**

REV B: FINAL REPORT

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1. INTRODUCTION

The Coastal Pathway is a key recreational and transport infrastructure asset aligned with Sunshine Coast Council's vision to become 'Australia's most sustainable region'. The Coastal Pathway is envisaged as a continuous shared, off-road, pathway for pedestrians and cyclists, spanning the breadth of the coastline and enabling access to, and enjoyment of, the Sunshine Coast's iconic scenery.

In 2016 Sunshine Coast Council (council) undertook a master planning process for the Coastal Pathway with the aim of ensuring continued implementation of the Coastal Pathway and realisation of the project vision.

Between 21st November 2016 and 23rd December 2016, council undertook a community consultation process for the Draft Coastal Pathway Master Plan. The submission period was subsequently extended to 28th February 2017, at the request of members of the community.

Council have reviewed the submissions, survey responses, and comments received from the community during the community consultation period, up to and including 28th February 2017. The review includes all information gathered during the consultation program, including online survey submissions, email submissions, comments from the Sunshine Coast Council's Facebook Page, written submissions, petitions, and the results of stakeholder meetings.

This report outlines the community consultation process and provides a summary of the key findings.

The vision for the Coastal Pathway is:

***“A world-class scenic coastal pathway, connecting communities, and enriching and diversifying the recreational experience of the Sunshine Coast.*”**

An iconic coastal pathway integrating beaches, coastal lookouts, parks, local destinations, services and business for the length of the Sunshine Coast.”

2. CONSULTATION PROCESS

The Coastal Pathway is a regional infrastructure project covering approximately 73 km of the coastline. The Coastal Pathway has been developed progressively over the past 13 years and is used by a broad spectrum of the community, as well as visitors and tourists to the Sunshine Coast region. The community consultation process aimed to engage with the community across the region using council's on-line communications tools and local media networks to inform people of the project including the following:

- Media coverage including local radio stations and media releases to local newspapers
- 'Spotlight' features on council's website homepage
- Social media campaign including facebook, twitter and Instagram posts
- Posters and hard copy reports in all libraries across the region
- Posters in surf clubs
- Councillor newspaper columns
- Direct email contact with interest groups

Due to the scale of the consultation process, an on-line survey was used to collect and collate the community's responses. The survey asked a number of questions to ascertain people's opinion of the Project and gathered information on how people use the existing Coastal Pathway network, and how it may be improved.

In addition to the regional scale engagement process, council approached three target groups who were considered as potentially

having a specific interest in the future development of the Coastal Pathway. These residents owned property immediately adjoining the coastal reserves where the Draft Coastal Pathway Master Plan proposed a new section of the pathway within the coastal reserve. The three target groups included:

- Dicky Beach – Residents adjoining the coastal reserve between Dicky Beach Park and Crees Parade
- Bokarina to Buddina – Residents adjoining the coastal reserve on the eastern side of Oceanic Drive
- Yaroomba – Residents adjoining the coastal reserve on the eastern side of Yinneburra Street and Yerranya Row

These residents received a letter from council outlining the proposed Coastal Pathway location and were invited to contact a community liaison officer specifically tasked with consulting with the target groups. Face to face meetings, telephone calls and emails were conducted for the target groups to inform them of the proposal within their particular area of interest. By targeting these residents, direct liaison could be undertaken regarding any concerns they may have in relation to the location of a future pathway. Whilst this approach provided target groups with direct engagement, compared to the indirect communication tools directed at the wider community, the process provided some assurance that those immediately adjoining these coastal reserves were informed of the proposed changes. To have extended the level of consultation provided to the target groups across the region would have been cost prohibitive.

During the course of the community consultation process a number of community meetings were undertaken by council including the following:

- Residents in the Bokarina to Buddina area (attendant by Division 3 Councillor)
- Residents in the Coolum area (attended by Division 9 Councillor)
- Friends of Yaroomba
- Coolum and North Shore Coast Care
- Sunshine Coast Environment Council and Currimundi Catchment Care

3. REVIEW PROCESS

The community consultation review covered all community submissions received via various engagement processes including online survey submissions (approximately 1700), email submissions (approximately 300), comments from the Sunshine Coast Council's Facebook Page (Approximately 150), Written submissions, petition, and the results of stakeholder meetings.

All submissions were reviewed and consolidated into a single stakeholder database including both digital and hard copy files. The consolidated stakeholder database allowed council to identify key findings consistent across the entire length of the pathway. These findings will assist council in addressing the issues raised by the community in relation to the finalisation of the Coastal Pathway Master Plan.

In addition to general feedback on the Coastal Pathway, comments regarding specific sections of the Coastal Pathway were further reviewed and collated, allowing similar responses to specific pathway sections to be captured.

The outcome of the review is summarised in section 4.



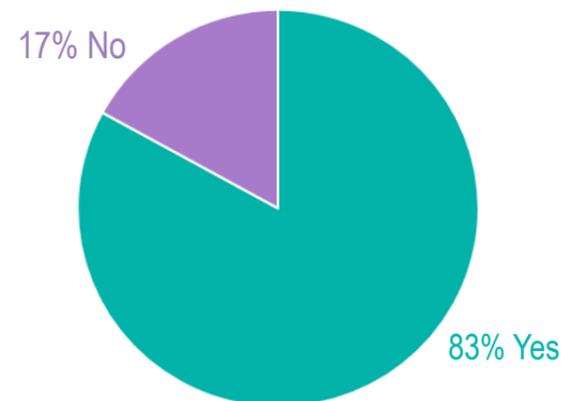
4. SUMMARY OF FINDINGS

4.1 ON-LINE SURVEY RESULTS

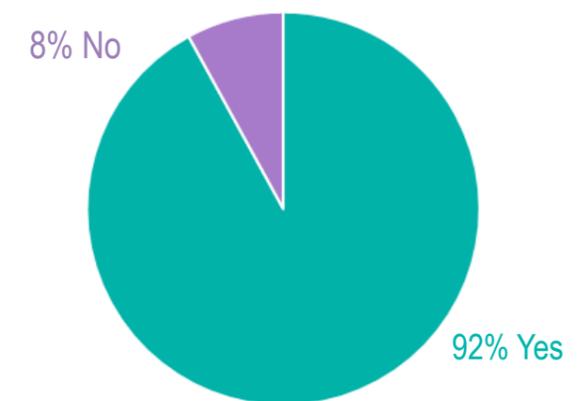
1,715 responses were received via the on-line survey on council's website. 91% of responses received were from people living in the Sunshine Coast Council region. The results of the survey are summarised below:

- 83% of people who responded to the survey support the expansion of the Coastal Pathway.
- 92% of survey responders currently use the Coastal Pathway
- When asked how people currently use the Coastal Pathway the responses (multiple options) identified that 82% walk, 56% cycle, 24% run, 3% skateboard and 0.66% use mobility scooters
- Most people who responded used the Coastal Pathway daily (30%) or weekly (38%)
- People mainly used the Coastal Path for recreation (84%) and fitness/training (65%), people also use it to access the beach (58%) and nature observation (38%).
- Responses were received from people across the full length of the Coastal Pathway, the largest number of submissions came from the Mooloolaba, Alexandra Headland, Maroochydore, Caloundra, Kings Beach and Coolum areas.
- A summary of responses to each question in the online survey is outlined in the following sections.

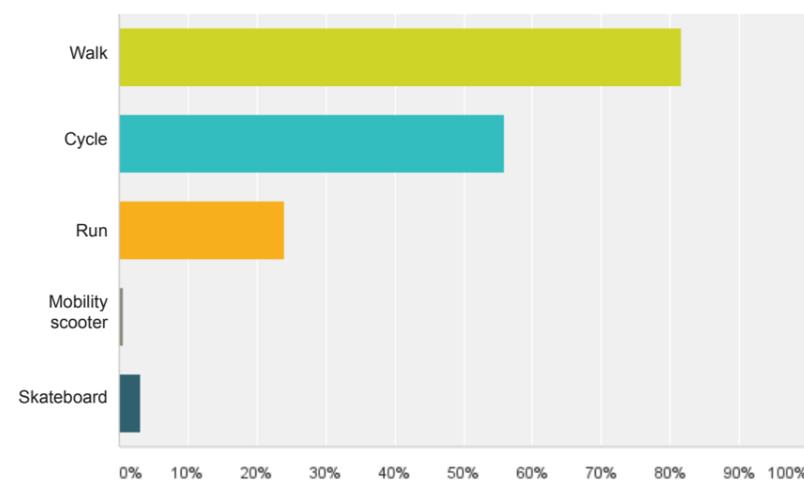
Do you support expansion of the Coastal Pathway?



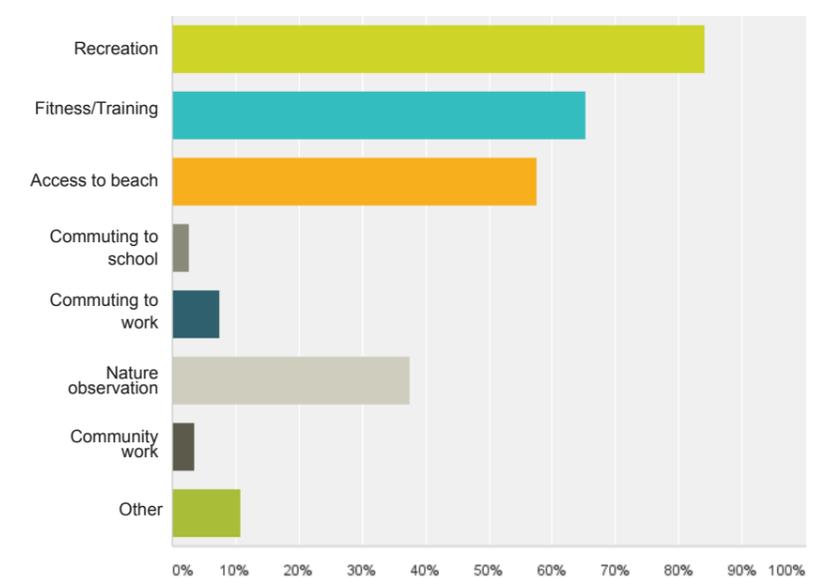
Do you use the Coastal Pathway?



How do you mostly use it?



Why do you use the Coastal Pathway?



Question: Please explain why you do / do not support expansion of the Coastal Pathway?

People that supported the coastal pathway cited, healthy lifestyle, enjoyment of scenery, provides a safe pathway, away from traffic, alternative to cars and reduces the requirement for more car parking, more enjoyable and relaxing, benefits tourism, enhance visitor experience, caters for increase population, provides for diverse needs, needs to be connected.

"I am in a wheelchair and i LOVE coastal pathways, its the closest I can get to the ocean"

People were also concerned about potential impacts on coastal dunes and vegetation, particularly in the Bokarina, Yaroomba, and Beachside areas, and the proposed link to Strumers Creek at Coolum. Other concerns included privacy and security. The following comment is a good example of the balanced approach people were seeking:

"Yes, but with some reservations. The pathway provides safe, tranquil, off road alternatives for walkers, runners and cyclists. Expansion enables greater variety, additional sections may encourage more people to use walkway because of greater and easier access. Careful consideration of the environmental impact of extra people, particularly in more sensitive dunal sections is extremely important."



Question: Please explain why you do / do not use the Coastal Pathway.

When asked why people do/do not use the Coastal Pathway, most people cited relaxation and exercise, the scenic beauty of the coast, commuting, provides a safer alternative to cycling on the roads, and used by the whole family.

"I walk from Coolum to Yaroomba as part of my fitness regime and to view the beautiful coastline. Also my children and grandchildren cycle from Coolum to Madjimba not only to be active but to enjoy the environment."

People that did not use the Coastal Pathway provided comments such as they preferred to walk on the beach.

Question: Which sections of the Coastal Pathway are important to you? Please tell us why.

When asked which sections of the Coastal Pathway were important, most people said all. Some people noted the sections closest to where they lived, sections which they most used, or particularly enjoyed. Some people also provided detailed responses to specific sections, comments included the importance of the Bokarina to Buddina section, mainly in favour of continuing the off-street path as the existing path was considered unsafe.

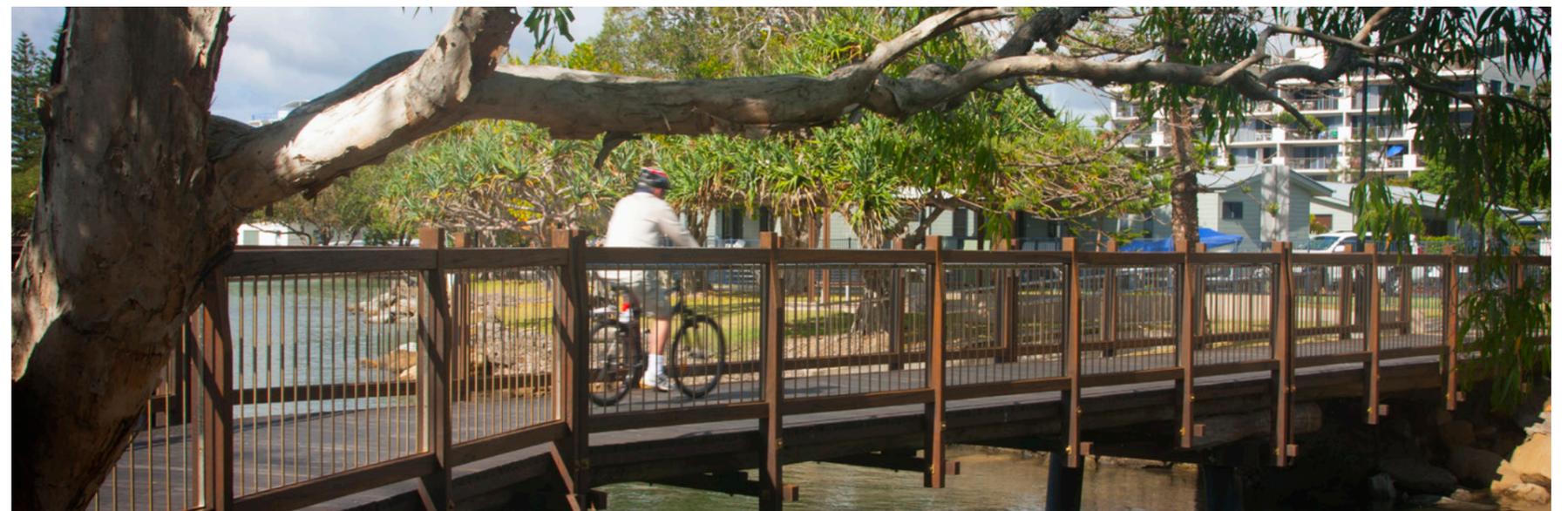
“The Bokarina and Warana. These areas need to be linked as the Oceanic Drive footpath is unsafe for walking and children bike riding because of amount of housing where cars are always backing out of driveways”

Also mentioned was the section between Kawana and Point Cartwright, as people use this pathway for the Park Runs.

Question: Do you have any specific comments on the route?

Many and varied comments were received on specific sections of the route which will assist council in developing each section of the Coastal Pathway. The proposed missing links through Coolum, Yaroomba, Bokarina to Buddina, and Dicky Beach received a number of comments which will be discussed in more detail in section 4.2 of this report.

Some consistent themes that emerged from review of the comments included the importance of maintaining a wide path to reduce conflict between pedestrians and cyclists. In particular people commented that some cyclists were not following the shared path rules. There were also comments on the requirement for more signage, distance markers, rubbish bins and shade trees.



Question: Do you have any suggestions to improve the Coastal Pathway?

Comments regarding suggested improvements were similar to the previous question, with the addition of more water fountains and wider paths around busy sections. Lighting in specific sections to enable late evening use was also suggested. Links to parks, bus stops, hinterland towns and the Sunshine Coast University were also suggested as improvements.

There were some comments in relation to the proposed changes to the caravan park at Mooloolaba. However the proposed closure of the caravan park at Mooloolaba is an outcome of the Mooloolaba Master Plan process and not directly related to the Coastal Pathway Master Plan.

There were requests for more wayfinding signage, maps, and brochures for visitors and tourist. An on-line guide to points of interest, locations of facilities, accommodation and average distances/time to complete, were suggested.

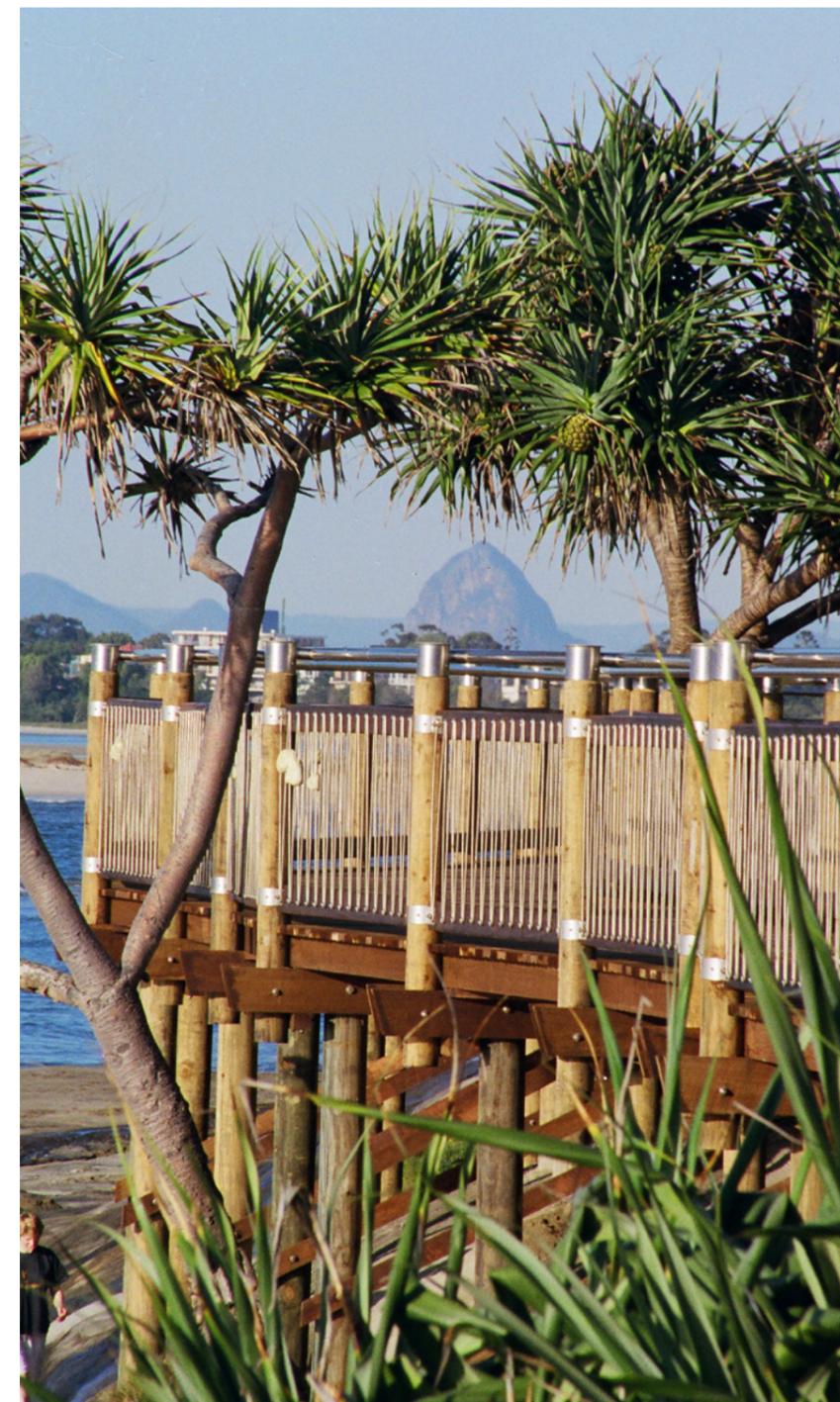
“Yes, park reserves and infrastructure along the route require as much design attention as the location of the route. By increasing use of the key iconic scenic locations and park reserves and assets, locals and tourist will be directed to use the area frequently and wisely. Increased viewing platforms and facilities will increase the desire to walk, run and cycle. The route should “Create memories” and not just focus on the distance travelled. The route should mix the style of access, surface and location, providing vistas, experiences and keeping some sections as hidden and protected. By highlighting key vantage points with viewing platforms, winding paths through

natural hidden treasures and stopping at cultural heritage stories along the route, locals and visitors will have a greater interest in the experience of this world class signature walk. Some sections like the Wurtulla High Dunes and the Yaroomba Parabolic Dune should remain protected and unspoilt with the proposed pathway going along the existing road networks rather than upon the sensitive dunal environments.”

Specific detail was provided on sections people considered needed attention, including narrow bridges, and congested locations.

Overall the consistent message from this question was that the path must be wide enough to accommodate both walkers and cyclists. A centre line along the path to indicate “keep left” or pedestrian separated from cyclist was suggested. Education and signage on shared path etiquette was considered important.

“I use the Pathway for cycling and also to walk my dogs. I think there should be a speed limit for cyclists in certain sections e.g. through Moffat Beach Park. Also signs with “EVERYONE WELCOME ON THIS PATH “ with a picture of a bike, walker, pram and a dog(on a lead). I think its great to see a diversified group of path users and this should be encouraged. As a cyclist using this path, I have had walkers giving me a not welcome look, and as a walker with dogs I have had the ‘not welcome look”. So I think a few of these signs letting people know everyone is welcome would encourage a more friendly atmosphere.”



4.2 TARGET GROUP RESULTS

A summary of the outcomes of direct consultation with residents within the three target groups is outlined below.

Yaroomba

There is currently no Coastal Pathway between Andrew Street Park and Birrahl Park at Yaroomba, Coastal Pathway users are directed onto the roadway along Yerranya Row and Yinneburra Street which are local roads with low traffic volumes. This situation presents a safety risk due to potential conflicts with vehicles, a 'missing link' along the coastal reserve was identified in the draft master plan as high priority. The target group were residents whose property adjoins the coastal reserve.

The target group raised concerns about environmental impact on dunes, potential damage to revegetated areas, potential impact on privacy and security, potential to decrease property values, and potential CPTED (Crime Prevention Through Environmental Design) issues.

The target group's preference was to retain the current route along Yinneburra Street and Yerranya Row. Some in the target group supported the coastal pathway in principle, just not the link in the coastal reserve at Yaroomba.

Bokarina to Buddina

The Coastal Pathway alignment through the Bokarina to Buddina section is currently the footpath along the eastern side of Oceanic Drive. This pathway crosses numerous driveways resulting in potential conflict between coastal pathway users and vehicles. The Draft Coastal Pathway Master Plan proposes a 'missing link' within the coastal reserve, which is identified as high priority. The target group were residents whose property adjoins the coastal reserve.

The target group raised concerns about environmental impact on dunes, loss of vegetation, potential impact to habitat areas, potential impact on privacy and security, potential impact on property prices, potential safety risk of users (lack of surveillance), potential for 'undesirable behaviour' in the area to increase, and the potential for increased litter.

Some respondents supported the Coastal Pathway project in general, but did not support the missing link in the coastal reserve. Some respondents were more supportive of an alignment further east than that shown on the draft maps and suggested a path with views of the ocean would be better for users. The mosquito/midge populations were also noted as a reason to move the path to the more open dunes to the east.

Some respondents commented on the decision by Caloundra City Council in 2005 to continue the Coastal Pathway along the footpath on Oceanic Drive and questioned the proposed reconsideration of the coastal reserve option.

Whilst some members of the target group supported the proposed 'missing link', others expressed a preference to retain the pathway along the eastern side of Oceanic Drive.

Dicky Beach

The Coastal Pathway alignment between Dicky Beach Park and Tooway Creek is currently the footpath along Wilson Avenue and Elizabeth Street. The current route has three road crossings and driveway crossings, representing a potential safety risk to users. The Draft Coastal Pathway Master Plan identified a 'missing link' through Sir Leslie Wilson Park and along the reserve adjoining Crees Parade. The target group were residents whose property adjoins the coastal reserve.

The target group raised concerns about potential impact on the dunes including erosion as the dune is narrow, loss of vegetation, potential impact to other users of Sir Leslie Wilson Park and potential increase in litter.

Several people raised the issue of the rock revetment wall at 2A Cooroora Street and how the proposal coastal pathway could traverse this section. Council met with the current owner of the property to ascertain the situation in more detail.

Several people in Crees Parade supported the proposed alignment through that area, although noting that due to the mature trees in the reserve a shared zone on the road maybe preferable.

There was also the suggestion that rather than a shared path through the park, a bike path could be considered along Wilson Avenue and Cooroora Avenue.

4.3 OVERALL RESULTS

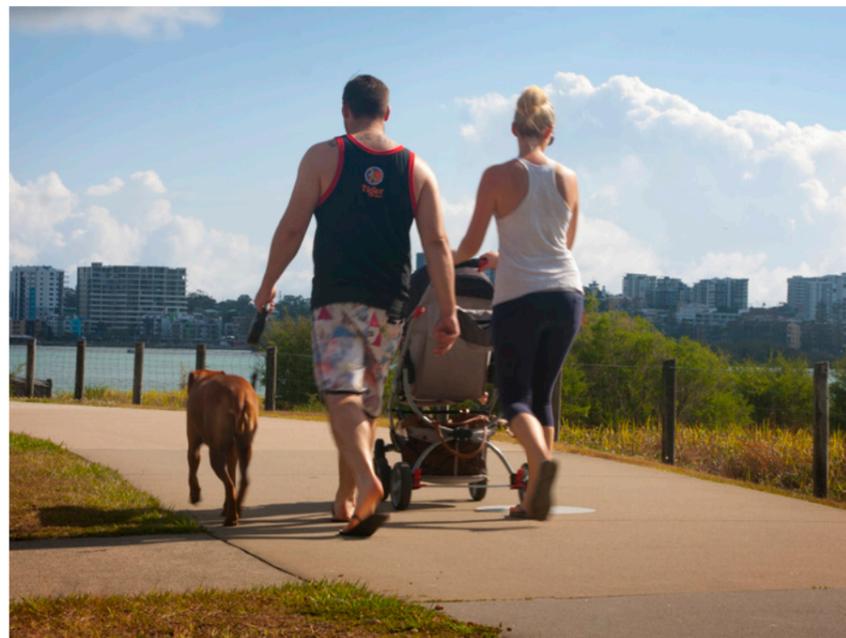
Overall the majority of the community that responded to the community consultation process support the Draft Coastal Pathway Master Plan. The Coastal Pathway is regularly used for a variety of reasons and activities; including as a form of relaxation and meditation, remedial recreation, viewing the ocean, enjoying nature, fitness training; i.e. bootcamps, cycling, early morning and sunset walking, dog walking, bird watching, running and jogging, commuting to work and socialising.

Some members of the community, particularly the target groups, raised concerns in relation to potential environmental impacts on sections of the coastal pathway that are proposed through the coastal reserve areas. Concerns included potential impacts on coastal morphology, vegetation, and native wildlife.

Safety concerns were also raised in relation to adequate width of paths, pedestrian and cycle conflicts, conflict with vehicles, and adequate surveillance for users in busland areas.

Other concerns that were raised include potential impact on privacy to adjoining properties, noise, litter, and on-going maintenance.

All the above concerns have been noted and will be considered in finalisation of the master plan.





5. CONCLUSION

In conclusion, the majority of the community support the implementation of the Coastal Pathway Master Plan.

Issues and concerns that were raised in relation to specific sections of the Coastal Pathway, notably the three missing links that were the subject of the target group consultation, will be considered in the finalisation of the Master Plan.

Detailed responses and comments on specific sections provide council with valuable information in regard to potential improvements. These will be considered as and when each sections is developed in the future. Council acknowledges and appreciates the time and effort made by the community in providing feedback to the Draft coastal Pathway Master Plan.