

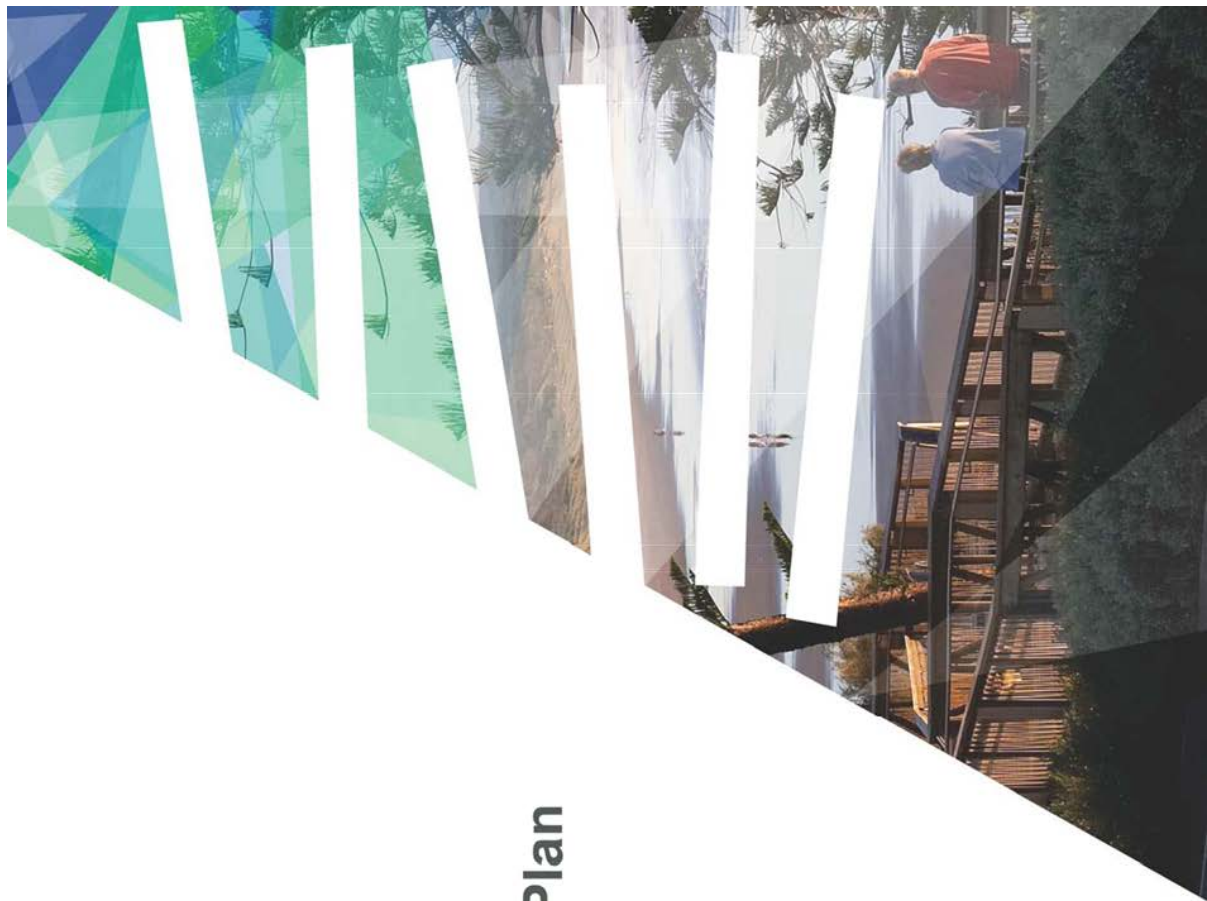


# COASTAL PATHWAY

## Linear Open Space Master Plan

Prepared for Community Consultation  
Prepared by Infrastructure Services

*DRAFT B July 2016*





#### COASTAL PATHWAY MASTER PLAN

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## Executive Summary

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.

The Coastal Pathway commenced in the late 1990's, gaining momentum and a regional focus under the SunROC alliance of Caloundra, Maroochy and Noosa Councils in the early 2000's. The 2003 vision for the Coastal Pathway remains the central driving focus for the project:

*"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."*

Whilst previous strategic planning and master planning studies have been undertaken for sections of the pathway, to date there has never been a master plan of sufficient detail to implement the Coastal Pathway within the Sunshine Coast Council area. This Master Plan addresses this gap and has been prepared to a level of detail sufficient to guide implementation of the project for the next 10 years, and potentially longer. The master plan adopts the vision and strategic outcomes developed in previous documents, building upon these a set of master planning principles directed at detailed design and implementation considerations. These principles cover: the pathway alignment, separation from vehicles, coastal identity, environmental considerations, connections to regional networks, safety and comfort.

The master plan report is accompanied by 119 maps detailing a Coastal Pathway alignment capable of meeting the strategic outcomes, notably an off-road coastal experience. Existing pathways previously nominated as the Coastal Pathway have been assessed for their ability to meet the design standard. Where existing pathways

do not meet the criteria of a coastal experience alternative proposed pathway alignments, that do meet the criteria, have been identified as 'missing links'. A systematic approach to prioritisation of both existing and proposed pathways has been undertaken, with safety as the primary catalyst for the designation of high priority sections.

Over the past 13 years approximately 15 km of the 73 km long Coastal Pathway, from Bells Creek in the south to Coolm in the north, has been completed to the current design standard, that is, a 3 metre wide, off-road pathway providing a coastal experience. 36 km of off-road pathway has been completed in accordance with the required coastal alignment, although these sections are below the desired design standard in terms of width. Along the entire route approximately 22 km of new pathway, 'missing links', is required to meet the vision of a coastal off-road experience, of these 7 km require long term planning considerations.

The master plan includes a commitment to a ten year Capital Works Program of a minimum \$1 million pa starting in 2017/18. Coordination across other capital works projects and developer funded contributions to the Coastal Pathway has also commenced.

The detailed pathway mapping provides the basis for future investigations into opportunities to integrate with the wider network of pathways and cycleways, notably east-west connections. Whilst the original regional connection to Tewantin in Noosa remains in principle, coordination with Noosa Council is outside the scope of this master plan.

The Coastal Pathway has significant support from a wide range of the community. Previous community consultation has returned approximately 80% support for the project. Completed sections experience high daily use, especially adjoining urban and suburban areas where the Coastal Pathway has become an enjoyable part of people's regular recreational routine, or a safe commuting option. The pathway is also used for fun runs and by local walking groups. Tourism operators are actively promoting the Coastal Pathway, and selling the attraction as part of the Sunshine Coast destination experience. As more sections of the Coastal Pathway are completed popularity grows, building momentum for future stages.

The combination of a safe connected pathway, together with the spectacular coastal landscape of the Sunshine Coast, provides multiple benefits and substantial community value. Not least of these being that it enables a healthy lifestyle and fosters community well-being.

The costs for provision of the Coastal Pathway will continue for many years, however the project legacy is not only the material aspects of the pathway itself (the concrete path) but the access provisions inherent within the project. Connecting communities, and enriching and diversifying the recreational experience of the Sunshine Coast.



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# 1. Introduction

## 1.1 Context

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 pathway spanning the breadth of the coastline, and enabling access to, and enjoyment of, the Sunshine Coast's iconic scenery. The shared pathway is designed for both pedestrians and cyclists to facilitate an active lifestyle and support community well-being. The pathway provides the local community, visitors, and tourists with the opportunity to enjoy and appreciate the region's spectacular coastline, diversifying recreational opportunities and enabling the distributing of economic benefits along the coast. The pathway also fosters alternative transport modes for both recreational activities, and as part of a safe and enjoyable commuting route.

The vision for the Coastal Pathway commenced in the late 1990's, gaining momentum and a regional focus under the Sunshine Coast Regional Organisation of Councils (SunROC) alliance in the early 2000's. Over the past ten years strategic planning and staged implementation has seen progressive implementation of the project including signature sections such as Coolum Beach Boardwalk, Happy Valley and Golden Beach Foreshore.

Whilst previous strategic planning and master planning studies have been undertaken for sections of the pathway, there has never been a complete master plan of sufficient detail to direct the full implementation of the entire Coastal Pathway within the Sunshine Coast Council area. Under the recently restructured Sunshine Coast Council with its focus on sustainability of the region, it is timely to prepare a master plan which provides certainty and detailed direction on design standards, pathway alignments, implementation considerations, funding and priorities.

The Coastal Path master plan aims to guide implementation of the project for the next 10 years and potentially longer. Whilst the long-term goal is to achieve regional connectivity with the Coastal Pathway within Noosa Council area, this Master Plan focuses specifically on the pathway within the Sunshine Coast Council area.



envisaged as a continuous shared pathway spanning the breadth of the coastline and enabling access to, and enjoyment of, the Sunshine Coast's iconic scenery

## 1.2 Historical Background

The Coastal Pathway has been progressively planned and implemented for over a decade, initially under the three coastal councils of Caloundra, Maroochy and Noosa, and later under the amalgamated regional council. The overall vision 'to develop a world class scenic coastal pathway for a diversity of users, spanning the Sunshine Coast's spectacular coastline,' was initiated in 2003 under the SunROC Master Plan.

This vision remains the central idea behind subsequent master plans, which progressively built on the strengths of relevant previous work including the following:

- Caloundra Coastal Pathway Master Plan (document endorsed May 2003)
- Maroochy Bikeways Plan Review (2003)
- Maroochy Recreation Trails Strategy (2003)
- Caloundra Coastal Walk Environmental Review (October 2005)
- Caloundra Recreation Trails Master Plan (April 2006)
- Caloundra Coastal Pathway Strategic Background Document (November 2011)
- Coastal Pathway Signage Style Guide (document endorsed January 2012)

Previous master plans and reports provide useful background information, however with respect to the continued implementation of the Coastal Pathway they lack sufficient detail on path alignment options and design standards. In addition, as the Coastal Pathway is progressively rolled out, its popularity increases and this placed greater demand on path design and public expectation in relation to connectivity and the coastal experience.

A review of previous studies has been undertaken as part of this master plan and wherever possible all relevant content has been incorporated into this master plan report. The coastal pathway vision, strategic outcomes and some sections of the pathway alignment remain virtually unchanged from previous versions. In addition relevant information such as signage and the materials palette has been collated and included as appendices to this report.



The overall vision  
*'to develop a world class scenic coastal pathway for a diversity of users, spanning the Sunshine Coast's spectacular coastline.'*  
was initiated in 2003 under the Sunshine Coast Regional Organisation of Councils (SunROC) Master Plan



### 1.3 Structure of the Master Plan

The Coastal Pathway Linear Open Space Master Plan comprises of, the master plan report, the Coastal Pathway mapping, and associated design information.

#### Masterplan report

The master plan report sets the strategic framework and policy context for the project. The report summarises key community benefits, and the outcome of previously completed community consultation processes. Master planning principles have been developed to ensure the Coastal Pathway strategic outcomes are realised during implementation of the project. These include: the pathway alignment, separation from vehicles, coastal identity, environmental considerations, connectivity, safety and comfort. The master planning process is detailed including the site feasibility assessment, mapping and summary of consultation to date. Implementation considerations such as approvals and land tenure are also outlined. A section on safety addresses education for safe use of shared pathways. Priorities and funding options are also outlined in the report.

#### Mapping

The mapping of an accurate and feasible pathway alignment is critical to the realisation of the master plan and the efficient implementation of the project. The 'hardcopy' maps that accompany the master plan report are a 'controlled version' of the current Geographical Information System (GIS) mapping. The GIS data which generated the mapping - the Coastal Pathway Master Plan Mapping Layer has been prepared with the intention of full integration into Council's regional mapping system, GeoHUB. Integration with existing GIS mapping and assets management systems has multiple benefits to the project including enabling internal and external user groups access to accurate information and facilitating the ability to share up-to-date information with multiple stakeholders.

#### Design Information

Design information has been attached to the master plan report as Appendices including the current signage style guide and design palette.



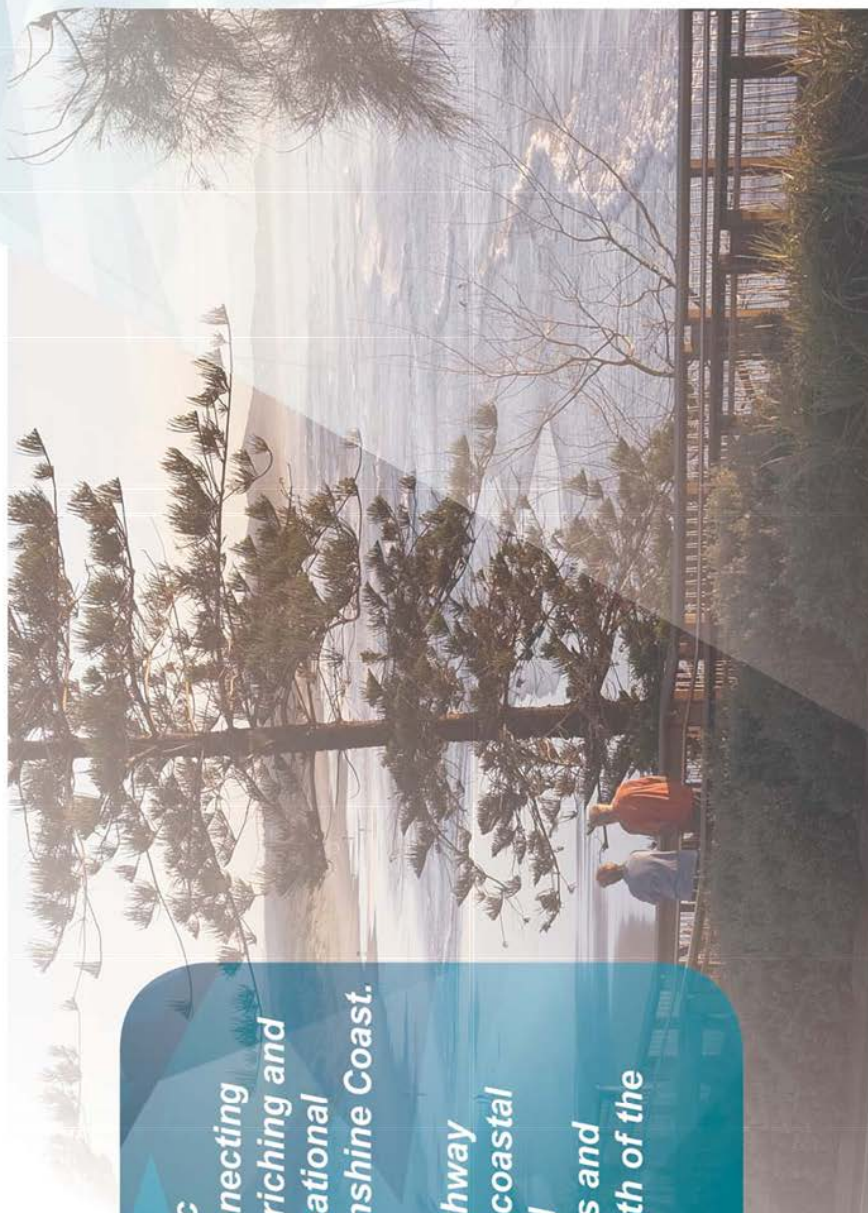
## 2. Strategic Framework

### 2.1 Vision

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.”*





## 2.2 Policy framework

The strategic policy framework supporting the Coastal Pathway master plan is outlined as follows:

**Sunshine Coast Planning Scheme 2014: Part 7** of the Planning Scheme (Local Plans) identifies the Coastal Pathway in the following Local Plan Areas:

- Caloundra Local Plan Area
- Coolool Local Plan Area
- Golden Beach / Pelican Waters Local Plan Area
- Kawana Waters Local Plan Area
- Maroochy North Shore Local Plan Area.

**Sunshine Coast Open Space Strategy 2012** - identifies the Coastal Pathway as a recreation trail:

Action	Toolkit	Measure	Cost	Priority
Strategy 5.2: Ensure linkages and access to sensitive areas are appropriately planned.				
5.2.1 1. Complete the strategic plan for the Coastal Pathway	2. Advocacy	3. Coastal Pathway Plan adopted	4. Medium	5. Short

### Sunshine Coast Active Transport Plan 2011-2031

'Both the Active Transport Implementation Plan and the Coastal Pathway Strategic Plan will coordinate planning of the Coastal Pathway from different perspectives for routes where the transport and recreational functions coincide.

A single council unit will be given responsibility for the design, construction and maintenance of the Coastal Pathway guided by standards specified in both Active Transport Implementation Plan and the Coastal Pathway Strategic Plan.'

Action	Timing	Cost	Responsibility
Network			
Plan and implement improvements to the Coastal Pathway catering for the transport and recreation needs and level of service required at each location.	Ongoing	High	SCC / SPol / ITP / TES

## 2.3 Strategic outcomes

The following strategic outcomes have been the guiding principles behind the development of the Coastal Pathway thus far, and this master plan reiterated their importance in developing a 'world-class scenic coastal pathway':

### 1. Located in close proximity to the coastline:

The Coastal pathway maintains a physical and visual connection with the coastline and associated waterways.

### 2. Off-road:

The Coastal pathway provides a safe, attractive, traffic free environment, suitable for all ages.

### 3. Coastal identity:

A memorable, legible and distinctive coastal pathway with clear way finding signage.

### 4. Sensitive to the environment:

A pathway with minimal environmental impact which is sensitively places in the environment.

### 5. Well connected:

Pathway connectivity is achieved through a continuous connected experience, whilst facilitating connections between other land uses and the coastline.

### 6. Safe and comfortable:

Pathway has adequate space, sight lines and shade, are well maintained and have appropriate grades.



**Six strategic outcomes:**  
Coastal, off-road, identifiable,  
environmentally sensitive, well  
connected, safe and comfortable.

## 3. Community Benefits

### 3.1 Key benefits

The key benefits of the project are:

#### 1. Social benefits

- Promotes a healthy lifestyle and mental well being.
- Provides access to natural spaces and spectacular natural coastal scenery.
- Provides connection to, and activation of, existing open spaces.
- Provides an alternative and safe transport option, and consequently reduced traffic impacts.
- Provides disability and mobility access for the disabled, elderly and small children.
- Promotes a walk-able neighbourhoods and increased opportunities for social interaction.

#### 2. Environmental benefits

- Manages access to coastal areas and assists in protecting fragile coastal environments.
- Provides environmental education opportunities.
- Provides access for landscape restoration and weed management activities.
- Initiates place making opportunities.

#### 3. Economic benefits

- Attracts increased tourism visitation.
- Enables diversification and distribution of tourism spend.
- Contributes to increased retail and residential values.
- Contributes to the 'lifestyle' incentive for employees.

### 3.2 Community support

Community consultation for the Coastal Pathway has been undertaken previously, either as part of past master planning processes, or for specific sections of the path prior to construction.

The outcome of these previous consultation processes has demonstrated a consistently high percentage of community support with an average approval rating of approximately 80%. In general, of the 20% of the community consulted that raised concerns regarding the project, approximately 10% support the project in principle but have concerns about the location of a specific section of the pathway. The 10% of the community that do not support the project are in general concerned about the cost and the impact of increasing access to coastal areas.

Tourism businesses, notably in areas where the Coastal Pathway is substantially developed, are highly supportive of the project and actively promote the recreational experience provided by the Coastal Pathway.

*Community consultation undertaken for specific sections of the pathway over the past seven years has returned an average approval rating of approximately 80%*



## 4. Master Planning Principles

### 4.1 Located in close proximity to the coastline

The alignment of the Coastal Pathway is critical to meeting the project's vision and strategic outcomes. In particular, to achieve the 'world-class' standard, the path alignment should aim to maintain 'a physical and visual connection with the coastline and associated waterways'. Whilst the design and quality of the path itself is important, the fundamental quality of the experience is essentially based on the enjoyment and appreciation of the coastal scenery. To this end, the preferred pathway alignment should generally be the eastern-most alignment, and capture views of coastal and riverine environments.

Existing paths currently used as the Coastal Pathway include sections which do not meet this strategic outcome, these sections run parallel to roads through urban and suburban areas. As well as losing visual connection to the coast, some locations direct Coastal Pathway users onto roads, and therefore these sections do not comply with the strategic outcome to be off-road.

Where possible this master plan has addressed these sections by mapping feasible alternative coastal pathway alignments, 'missing links', which meet the strategic outcome to maintain a visual connection with the coastline. Where 'missing links' are proposed, the existing paths which they replace, are identified in the mapping as 'temporary links'. These 'missing links' are prioritised according to the criteria detailed in Section 8. In general where a current path alignment presents a public safety risk the proposed alternative alignment, which reduces the risk, is given the highest priority.

In some cases, 'missing links' run through coastal reserves with potentially competing social and environmental constraints. The final pathway alignment through coastal reserves will need to balance the various constraints to achieve the optimum outcome.

### 4.2 Off-road

As a multi-use pathway catering for all ages and abilities one of the key criteria of success is that it is safe. With the exception of a few short sections, identified in the mapping as gaps to the Coastal Pathway, the existing route is off-road. However where the existing route runs through urban and suburban areas safety is compromised by multiple conflicts with road and driveway crossings. Where feasible, alternative path alignments which achieve the desirable separation of vehicle traffic from pedestrians and cyclists, have been identified for these sections.

The safety risk to certain sections of the community, notably families with young children, are known to be higher as a result of road and driveway crossings, and these groups are disadvantaged by not meeting the strategic outcome of a continuous traffic-free path. Where an alternative path alignment 'missing link' can reduce these safety risks, this alignment has been identified as high priority.

Where a road or driveway crossing cannot be avoided, visual identification of a crossing point should be applied to alert drivers that they are crossing the Coastal Pathway.



### 4.3 Coastal identity

The strength of the Coastal Pathway's identity is largely based on the experience of the coastal landscapes. The link between identity and the sensory experience of the coast reiterates the importance of achieving the preferred pathway alignment. However there are sections of the pathway where visual connection to the coast is limited and in these locations way-finding signage and strong branding is especially important to enable people to connect with, and follow, the Coastal Pathway route.

#### Signage

In 2012 the Coastal Pathway Signage Style Guide, refer Appendix B, was completed and has been progressively rolled-out along the pathway. The signage and signature way-finding symbol provide a recognisable identity to the pathway and will continue to be used as new sections are completed.

#### Local Identity

Currently the materials used in the Coastal Pathway vary along its length dependent on site specific requirements. Given the diversity of the coastline it would be impractical to apply one material or finish along the entire length of the Coastal Pathway and therefore the identity of the path is not dependent on material finishes but on the way-finding signage and symbol.

Path material selections based on local master plans and place-making plans will guide the choice of surface finishes for the Coastal Pathway within specific localities. This approach has been widely adopted along the existing path and the Coastal Pathway successfully transitions into the character of the various local community centres without visual conflict, whilst retaining its own identifiable branding.





#### 4.4 Sensitive to the environment

Whilst the Coastal Pathway brings environmental benefits to sensitive coastal areas in terms of managing access and raising environmental awareness, there are a number of environmental considerations that need to be managed in the process of implementing the Coastal Pathway. These considerations are outlined as follows:

##### Coastal Processes

Coastal processes are a natural phenomenon of the coastline. The 'active beach system' extends from well back in the dune system to the seaward extent of wave influence on the seabed.

Council's policy position in relation to recreational infrastructure within the coastal environment is detailed in the Coastal Management Policy (Public Lands) endorsed in 2014, as follows:

- '... coastal public lands are highly valued by residents and visitors and help support the local economy and lifestyle. It is essential that our coastal public lands continue to be accessible by the public while protecting coastal resources and values'.
- Community infrastructure that supports social and recreational use is planned and developed to protect and enhance coastal values.

- Access pathways across coastal public lands are planned and designed to protect coastal habitat and support safe community access.

In regard to the location of infrastructure within coastal public lands the Council's policy position is as follows:

- Avoid: Locate new public infrastructure outside the erosion prone area. Unless there is a significant public benefit there should be no net increase in permanent infrastructure in erosion prone areas.
- Mitigate: If locating new public infrastructure within the erosion prone area cannot be avoided, risks from erosion are mitigated by: locating infrastructure as far landward as feasible; and/or enhancing resilience to erosion; and/or designing hard infrastructure to be removable, if possible

The erosion prone area is the width of the coast that is considered to be vulnerable to coastal erosion and tidal inundation, the extent of the area is defined by the Coastal Protection & Management Act 1995 (Coastal Act). The erosion prone area as declared by the State Government in July 2015 is based on calculations of short and long term erosion, climate change factors (including a sea level rise factor of 0.8 metres), and projected cyclone intensity.

The Coastal Hazards Technical Guide 8 (Queensland Government, 2013), documents the formula adopted by the Department of Environment and Heritage Protection (EHP) for the calculation of the erosion prone area. The defined extent of the erosion prone area is as detailed below:

On land adjacent to coastal waters the landward boundary of the erosion prone area shall be defined by whichever of the following methods gives the greatest erosion prone width.

- Erosion prone areas are deemed to exist over all tidal water to the extent of Queensland coastal waters and on all land adjacent to tidal water.
- Erosion prone areas include areas subject to inundation by the highest astronomical tides (HAT) by the year 2100 or at risk from sea erosion.
- On land adjacent to tidal water the landward boundary of the erosion prone area shall be defined by whichever of the following methods gives the greater erosion prone area width.
  - A line measured 40m landward of the plan position of the present day HAT level except where approved revelements exist in which case the line is measured 10m landward of the upper seaward edge of the revelement, irrespective of the presence of outcropping bedrock;
  - A line located by the Erosion Prone Area Width Assessment Formula and measured, unless specified otherwise, inland from:
    - The seaward toe of the frontal dune (the seaward toe of the frontal dune is normally approximated by the seaward limit of terrestrial vegetation or, where this cannot be determined, the level of present day HAT);

or ii. A straight line drawn across the mouth of a waterway between the alignment of the seaward toe of the frontal dune on either side of the mouth

c. The plan position of the level of HAT plus 0.8m vertical elevation.

Except:

- Where the linear distance specified in 3b is less than 40m, in which case section 3a does not apply and the erosion prone area width will be the greater of 3b and 3c; or
- Where outcropping bedrock is present and no approved revelements exist, in which case the line is defined as being coincident with the most seaward bedrock outcrop at the plan position of present day HAT plus 0.8m; or
- In approved canals in which case the line of present day HAT applies, irrespective of the presence of approved revelements or outcropping bedrock.

Initial assessment of the Coastal Pathway based on the 40 metre landward measurement detailed in 3a, identified sections of both existing and proposed pathway within the erosion prone area. In most cases this situation occurs where there is already existing infrastructure such as roads and car parks within the erosion prone area.

Where sufficient width allows, new sections of the Coastal Pathway should be located outside the erosion prone area such as the proposed 'missing link' through the coastal reserve from Bokarina to Warana.

Where there is insufficient width within the coastal reserves and adjoining road reserves to avoid the erosion prone area (such as at Dicky Beach), the proposed 'missing links' should be designed to enhance the resilience of the dunes to erosion and may include light weight pavement materials capable of removal if required.



### Native Vegetation and Fauna Habitat

The Coastal Pathway traverses a variety of natural areas including coastal reserves, riparian corridors, woodlands and cliff tops. These natural areas are managed by Council's Natural Areas Management Team, with the exception of the Maroochy River Conservation Park, which is managed by the Department of National Parks, Sport and Racing (NPSR).

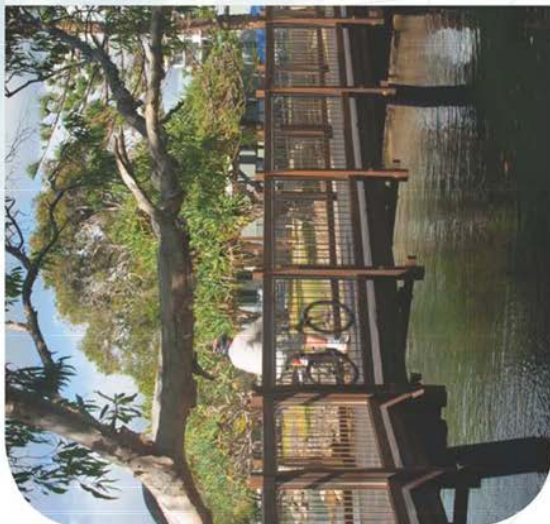
Where it is proposed to locate the Coastal Pathway within a natural area, the pathway alignment, design, and construction methodology including the Environmental Management Plan, will be determined in collaboration with the management teams responsible for those areas. A key objective in determining the pathway alignment is avoidance of impacts on existing vegetation and fauna habitat. Where possible the pathway should utilise cleared or weed infested areas, and these areas rehabilitated as part of the proposed works. Where impacts to native vegetation are unavoidable, the pathway alignment will aim to have least impact both in terms of the type of vegetation communities in the area, and the significance of individual specimens within that community. State Government approvals for development within the coastal reserve may be required as detailed in Section 6, an ecological assessment may be required as part of the development application.

The primary impact of the Coastal Pathway on fauna habitat occurs as a result of vegetation clearance during construction. These impacts can be avoided and/or reduced as part of the process of determining the path alignment. In addition, potential impacts can also be reduced through the design of the path, for example, the incorporation of raised boardwalks to allow fauna to migrate across the site during periods of rain. During vegetation removal within natural areas a fauna-spotter should be present.

In some locations fencing on one or both sides of the Coastal Pathway may be appropriate to control access to surrounding sensitive environmental areas. The inclusion of fencing will be determined on a case by case basis, taking into consideration potential restrictions on movement of fauna through a natural area.

### Waterways and wetlands

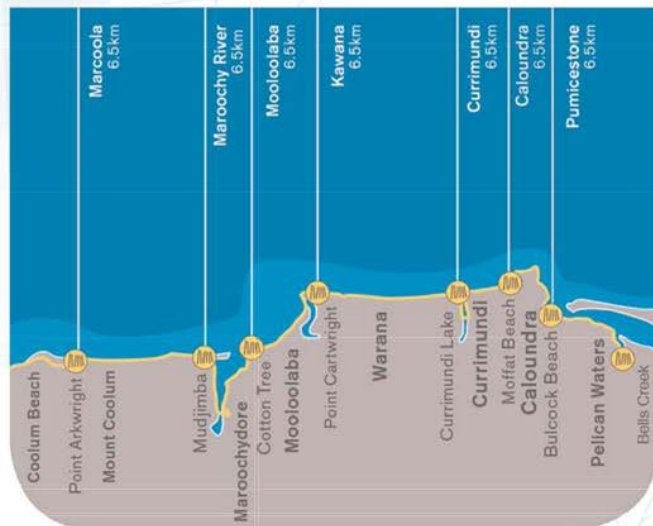
The Coastal Pathway crosses several watercourses and estuaries, as well as passing through a number of low lying areas supporting wetland vegetation, both permanent and ephemeral. Bridges and boardwalks are some of the signature features of the Coastal Pathway providing users with visual vantage points and enabling close connection with the various waterways and wetland landscapes. These structures include timber bridges, timber boardwalks, and raised concrete boardwalks. The location and design of these structures should aim to avoid or reduce potential impacts to natural water flows, native vegetation and habitat values. To date these structures have been delivered to a high standard of design and construction, and this standard should be continued to ensure a consistent quality across the coast reflective of the Coastal Pathway's vision of being 'world-class'.



*Structures have been delivered to a high standard of design and construction, and this should continue to ensure consistent quality.*

### Local connections

At a local level the Coastal Pathway links with surrounding footpaths and on-road bike lanes. The coastal path also links beach accesses, parks and recreational reserves.



## 4.5 Well connected

### Connection to Noosa

The long term plan for the project is to establish a continuous Coastal Pathway from Tewantin in Noosa to Bells Creek south of Caloundra. Since de-amalgamation in 2014, master planning of the Coastal Pathway north of the intersection of David Low Way and Emu Mountain Road is now the responsibility of Noosa Council. At this stage the Coastal Pathway master plan focuses on Coolool Beach as the northern destination. The regional link to Noosa, north of Coolool, is currently an existing shared path running along the western shoulder of David Low Way. This path is not consistent with the Coastal Pathway strategic outcome to be the eastern-most alignment; however on the eastern side of David Low Way is Noosa National Park with no existing path access and therefore achieving a coastal connection will require agreement from NPSR. The existing shared path on the western side of David Low Way does provide a connection to communities and recreational facilities north of Coolool, including Coolool Sports Complex and Peregrine Springs. This existing shared path is identified in the Coastal Pathway mapping, however at this stage there are no plans to pursue changes to the path alignment to achieve a more coastal experience, until master planning of the Coastal Pathway within Noosa Council Area progresses.

### Regional connections

Regional east – west connections between the Coastal Pathway and the wider regional pathway/cycleway and trails networks are strategically important, however identifying these connections is beyond the scope of this master plan. Future investigation is required to establish east-west connections and linkages to the following:

- Regional active transport network
- Hinterland Trail Network.
- Riverine corridors (land and water based trails)
- Major development areas, notably Maroochydhore CBD, Caloundra South and Palmview



## 4.6 Safe and comfortable

The Coastal Pathway mapping identifies feasible path alignments based on initial site investigations. The final path alignment will require further detailed site investigation and design based on the following:

- Designed with sufficient width and sightlines to facilitate safe and enjoyable use
- Located in consideration to the natural topography
- Located in consideration to existing vegetation

### Path width

The Coastal Path is a shared pathway designed to meet the requirements of a broad spectrum of the community. The width of the path is critical to facilitating this shared use and providing a safe and enjoyable user experience. The *Cycling Aspects of Austroads Guides (2014)* provides a guide to shared path widths as details in Table 1.

Table 1. Shared Path Widths

	Shared path widths Path width (m)		
	Local access path	Commuter path	Recreational path
Desirable minimum width	2.5	3.0	3.5
Minimum width – typical maximum	2.5(1) – 3.0(2)	2.5(1) – 4.0(2)	3.0(1) – 4.0(2)

1 A lesser width should only to be adopted where cyclist volumes and operational speeds will remain low.

2 A greater width may be required where the numbers of cyclists and pedestrians are very high or there is a high probability of conflict between users (e.g. people walking dogs, roller bladders and skaters etc.).

Source: Austroads (2009)

The current minimum width for the Coastal Pathway is 3 metres wide. In high use areas and where the path conflicts with other user groups, such as esplanades and surrounding surf clubs, the width should increase to a minimum of 4 metres wide.

The minimum width standard should be applied consistently across the region. Some 'older' sections of the Coastal Pathway have been constructed at less than 3 metres and this, in combination with high usage, has raised concerns regarding user conflicts. These sections should be upgraded in the future to the 3 m wide minimum standard.

### Sightlines

Sightlines are important to enable people to see other users, take evading action if required, and so people can maintain an awareness of their surroundings. A dead straight path is not however desirable as this can soon become monotonous. Therefore a path sympathetic to its surroundings which flows through the landscape and maintains sufficient sight lines is preferable. The *Cycling Aspects of Austroads Guides (2014)* provides a guide to the design of path alignments.

The recommended minimum radius for shared paths should be no less than 10 metres for a cycling speed of 20 km/h. Increased cycling speeds require larger radius, however these are not considered appropriate for the Coastal Pathway, which is a slow speed recreational cycling route.

### Crossfalls

Water ponding on paths impacts the safety and comfort of users after rain events. Where possible concrete paths will be designed with a cross fall of 2 – 2.5% to facilitate drainage while catering for people with a disability (AS/NZS 1428.4.1:2009).

### Drainage and flooding

The Coastal Pathway traverses a diversity of natural and urban environments, and in all cases stormwater should be directed to flow freely around or under the path as required to prevent ponding.

In areas of permanent or ephemeral water ponding raised boardwalks should be provided to facilitate access and allow water to follow natural drainage courses.

In terms of flooding, the path should be designed for an equivalent flood immunity as that of the surrounding environment.

### Disability Discrimination Act (DDA) compliant

Wherever feasible the Coastal Pathway will be Disability Discrimination Act (DDA) compliant. Where existing topography makes DDA compliance impractical, these sections will follow the grade of the land. In all cases, steps will only be included for pedestrian deviations where an alternative shared route is provided without steps.

### CPTED

Crime Prevention through Environmental Design (CPTED) considerations in relation to the Coastal Path include the following:

**Passive Surveillance:** Passive Surveillance of the coastal path from both public and private vantage points is to be supported by maintaining view lines. Where the path runs through urban areas or beside roads, passive surveillance opportunities are frequent and therefore relatively easy to achieve. There are however, some sections of the Coastal Pathway that run through bushland areas and in these instances passive surveillance is limited to users of the path itself. In all cases it is important to maintain sightlines as detailed above and to encourage use, as the more frequently people use the Coastal Pathway the less likely undesirable behaviour will occur. In support of this principle the restriction of access to specific user groups such as dog walkers (on-leash), mobility scooters, skateboarders, etc. is not considered appropriate unless there is an over-riding benefit to the community to restrict such use.

In some locations the Coastal Pathway runs close to the boundary of residential properties, in these locations passive surveillance may be possible without compromising the privacy of residents. These site specific issues should be considered during the detailed design and community consultation phases for each section of new path.

**Active Surveillance:** Sunshine Coast Police currently include bicycle patrols to cover non-vehicle areas and facilitate closer connection with the community. In addition, under a joint community safety initiative, beach patrols using quad bikes are conducted especially during peak holiday season. The Coastal Pathway facilitates access for both these police units as well as having sufficient width to enable emergency vehicle access should this be required.





*In most locations the Coastal Pathway will be an on-grade concrete path, under canopy trees the surface will become 'tea-stained' over time.*

Whilst the preferred location of the Coastal Pathway is off-road, there are sections where driveway crossings are unavoidable both in the short and long term. Pavement treatment to emphasise the priority of the Coastal Pathway may be beneficial at some locations. Safety education may also be of benefit refer Section 7.

### Material selections

In most locations the Coastal Pathway will be an on-grade concrete path. The colour and finish of the path will vary along its length in accordance with the local area palettes and park master plans.

Where the path is located within natural areas, under canopy trees, plain grey concrete with a broom finish will be used as the surface will become 'tea-stained' as a result of the surrounding vegetation within a short period of time.

Where the path alignment needs to bridge a gully or traverse a wet area, a bridge or raised boardwalk may be required. Concrete boardwalks have been used in some areas with success and have a life expectancy of +50 years.

Light weight fibre composite materials may also be suitable in specific locations where concrete is not considered appropriate.

The selection of materials and finishes will be determined at the detailed design stage, during this process material durability and robustness will be considered in accordance with Council's quality assurance processes.

### Lighting

Night lighting will be limited to specific sections of the pathway where usage and adjoining land uses support the inclusion of lighting.

These areas will include esplanades and parks where night lighting would normally already be present. The introduction of night lighting to sections of the Coastal Pathway within predominately natural areas is not supported due to the potential impact on fauna and because night use is not promoted within these areas.

### Intersections of paths

The Coastal Pathway intersects with many other types of pathways including beach access paths, and footpaths within parks and urban areas. In most cases the Coastal Pathway should be considered a major route and therefore favoured as the predominant flow path. Signage and pavement markers should be provided to signal the approach to a path intersection. Sightlines should be maintained to assist in avoiding conflicts.

### Road and driveway crossings

The majority of the Coastal Pathway is off-road, however there are locations where road crossings are necessary and these include both signalised and unsignalised crossings and intersections. The design of road crossings should be undertaken in accordance with Austroad guidelines, Australian standards and DTMR requirements.

Where the Coastal Pathway crosses a low traffic volume side road or entry road, for example to a car park or caravan park, it may be appropriate to provide priority treatment to the Coastal Pathway. Treatments include: raised pedestrian crossings, build-out treatments, pavement markings and signage.

In several locations along the coast, the Coastal Pathway crosses the entry to boat ramps. The safety risk to users at boat ramp crossings should be avoided in the first instance and the path separated from vehicle and boat trailer movements. If separation is not feasible, hazard pavement treatment and signage should be used to delineate the Coastal Pathway warning both user groups of the potential hazard.

## 5. Master Planning Process

### 5.1 Stages

The master planning process has been undertaken in accordance with following the stages:

1. Review and collate background information
2. Mapping – utilising councils latest GIS base data
3. Ground truthing - site investigation to confirm initial feasibility of the mapped path alignment
4. Consultation, both internal and external stakeholders
5. Preparation of the draft report and mapping for community consultation
6. Community consultation
7. Collation of consultation responses and amendments
8. Finalisation of the report and mapping for Council endorsement.

### 5.2 Path alignment mapping

The master plan report is accompanied by 119 maps, refer Appendix A, detailing a Coastal Pathway alignment capable of meeting the strategic outcomes, notably an off-road coastal experience. The pathway alignment, both existing and proposed, has been assessed and mapped according to the following categories:

#### Existing pathways

- Completed – Coastal Pathway provides a coastal or riverine experience, is off-road and conforms to the design standards (minimum 3 m wide).
- Existing pathway – 2.4 to 2.9 m, Coastal Pathway provides a coastal or riverine experience, is off-road but falls slightly short of the minimum 3 m wide design standards.
- Existing pathway – Less than 2.4 m, Coastal Pathway provides a coastal or riverine experience, is off-road but does not meet the minimum 3 m wide design standards.

- Temporary Links - Coastal Pathway does not provide a coastal or riverine experience and/or is on-road, and an alternative compliant path alignment option (missing link) has been identified. In some cases, temporary links may also be referred to as 'existing links'.

#### Proposed pathway

- Missing links - A feasible Coastal Pathway alignment has been identified with the potential to conform to the design principles.
- Long-term Planning Option – A desirable Coastal Pathway alignment has been identified, the path alignment feasibility requires further investigation and/or land use changes, some sections are mapped in the 2014 Planning Scheme.

#### Conflict points

- Existing pathway - areas with safety concerns, 'pinch points' or conflicts between users have been identified and mapped.





### 5.3 Coastal pathway master plan mapping layer

The Coastal Pathway Master Plan Mapping Layer has been prepared based on Council's current GIS data including existing and proposed footpaths, topography, cadastral information and land tenure. As part of the mapping process the current *Existing Pathway Layer* and sections of the *Proposed Pathway Layer* within Council's GIS mapping system have been updated with the Coastal Pathway 'attribute'. This initial information transfer has enabled internal stakeholders such as Civil Asset Management and Strategic Planning to efficiently identify the Coastal Pathway and has resulted in immediate benefits with routine pathway replacement programs, and development assessment, including 'Coastal Pathway' status in their decision making processes.

Upon endorsement of the Coastal Pathway Master Plan the final *Coastal Pathway Master Plan Mapping Layer* will be transferred to GeoHUB, Councils regional mapping system, and available to all Council staff.

Updating of the Coastal Pathway mapping will become part of the Asset Information Services routine updating of the existing pathway GIS layer as and when sections are upgraded and completed.

### 5.4 Feasibility assessment

An initial site feasibility assessment was undertaken of the proposed Coastal Pathway alignment including both existing paths and proposed new pathways. Existing paths were assessed to establish the feasibility of meeting the Coastal Pathway design standards. Proposed 'missing links' were ground-truthed to establish the feasibility of the path alignments based on topography, drainage and vegetation communities. Where proposed path alignments traverse coastal reserves, follow up investigations were undertaken with Senior Council officers from the Natural Areas Management team. These initial investigations were focussed on the identification of a feasible pathway corridor and further detailed pathway options analysis will be required to establish a preferred alignment based on site constraints including minimising environmental and social impacts.

### 5.5 Stakeholder consultation

Stakeholder consultation has been undertaken based on the draft Coastal Pathway mapping, this included consultation with relevant Council branches and elected representatives.

Consultation with Queensland Department of National Parks, Sport and Racing, has been undertaken in relation to the Coastal Pathway alignment through the Maroochy River Conservation Park.



Path alignments were identified  
via a desktop study and then  
ground-truthed on site to establish  
initial feasibility



## 6. Implementation Considerations

There are a number of implementation considerations that are required as part of the project planning and delivery process. The key issues are summarised below:

### 6.1 State Government approval

The majority of the Coastal Pathway is located on public land under the management of the Council, this includes coastal and road reserves, parks and public access easements.

#### Coastal Reserves

Where the Coastal Pathway traverses State Coastal Land that is within the Coastal Management District, a development permit is required to undertake Operational work, or a determination from the Chief Executive administering the Act that works do not require a development permit as the works are regarded as minor and of insignificant impact on coastal processes. Should an approval be required the project is required to demonstrate code compliance as detailed in *Tidal works, or development in a coastal management district*, including the protection of natural coastal processes, landform and vegetation. An ecological assessment of the proposed pathway corridor may be required as part of the development application.

The development application is required to address the location of the pathway relative to the erosion prone zone as defined in the *Coastal Protection & Management Act 1995 (Coastal Act)*. As detailed in Section 4.4, where practical the pathway will be located outside the erosion prone zone, consistent with Council's Coastal Management Policy (Public Lands). Where it is not possible to avoid the erosion prone zone, detailed consideration shall be given to mitigating potential impacts, including the pathway alignment and material selection.

Dependent on the status of vegetation within the coastal reserve a flora assessment may be required and approval/notification required under the *Nature Conservation Act 1992 (NCA)*. Clearing may also be regulated under the *Vegetation Management Act 1999 (VMA)* and require a Development Permit from the State Government.

A fauna survey will be required to assess the status of fauna within

the proposed alignment. Dependant on the status of the fauna within the coastal reserve a Species Management Plan approved by the Department of Environment and Heritage Protection may be required to manage and mitigate impacts on threatened species as required under the NCA. In the unlikely event that federally listed threatened species and/or migratory species are present then a determination from the Federal Government that the project is not a controlled action will be necessary otherwise approval under the *Environment Protection and Biodiversity Conservation Act 1999 (EPEC)* will be required.

#### Road Reserves

Where sections of the proposed Coastal Pathway falls within land allocated as road reserve, the construction of a pathway will be exempt from a Development Permit under the VMA as the proposed pathway is regarded as road infrastructure.

#### State Controlled Land

There are a number of locations where the Coastal Pathway traverses land under the control of the State Government, the most notable of these is the proposed pathway through the Maroochy River Conservation Park. Initial discussions with Queensland Department of National Parks, Sport and Racing (NPSR) indicated an 'in principle' agreement to the pathway alignment to the west of Nojoor Road as detailed in the mapping. The proposed section of Coastal Pathway through the conservation reserve to the east of Nojoor Road, was considered by NPSR as inconsistent with the current conservation objectives for that parcel of land. This missing link was therefore identified as a long term planning option to be considered in the future should the policy position in relation to the area to the east of Nojoor Road be subject to a change.



## 6.2 Future urban development sites

In three locations the proposed Coastal Pathway is located on large development sites which are currently subject to master plan developments, or potentially will be in the future. In these locations the delivery of an integrated pedestrian and cycleway network is required as part of the master plan and this includes the Coastal Pathway. The location of the Coastal Pathway within these development sites should be generally in accordance with the master plan mapping, and meet the strategic outcomes and master planning principles as detailed in this report.

At Pelican Waters the Coastal Pathway is currently being constructed as part of the staged implementation of the master plan for that locality.

## 6.3 Unexploded ordnances

Unexploded Ordnances (UXOs) are known to occur within the coastal reserves since these areas were used for artillery firing training in the 1940s. The Department of Defence has mapped the potential for UXOs to occur, with some areas of the coast having 'substantial' potential, with a history of numerous finds and heavy residual fragmentation. UXO clearance is required within these areas prior to any ground disturbance.

## 6.4 Fauna and flora

The coastal pathway will aim to avoid impacts on native vegetation and fauna habitat as detailed in Section 4.4. Where required, an ecological assessment shall be undertaken by a suitable qualified independent consultant to assess the potential impacts of the project on flora and fauna. Where appropriate a detailed survey of the pathway corridor should extend to 10 metres wide (5 metres either side of the proposed pathway centre line). This will allow some flexibility in the final pathway alignment (within the corridor) without the need for additional survey work.

A comprehensive flora survey is required prior to undertaking any clearing of native plants in an area identified as high risk on the State Government Protected Plants Flora Survey Trigger Map, unless the clearing can be done under a relevant exemption. The flora survey will need to comply with the *Protected Plants Flora Survey Guidelines*.

In most cases, the clearance zone for the Coastal Pathway is 4 metres wide, allowing a 0.5 metre shoulder either side of the 3 metre wide path.

Vegetation offsets are required under the Council's vegetation offset policy to provide 'no net loss' of vegetation canopy. The vegetation offset calculations are determined by Natural Areas Management (within native vegetation areas of high to very high ecological value) or Parks and Gardens (within parks) and vary dependent on the species and size of vegetation removed. Vegetation offsets within coastal reserves may take the form of planting and/or weed removal and bushland regeneration management or a combination.

Weed removal and bush regeneration are on-going requirements within the coastal reserve and the coastal pathway can assist these activities by providing access into these areas. Some sections of the coastal reserve are heavily infested with woody weeds including lantana and pepper trees. As part of the delivery of the Coastal Pathway resources can be utilised to undertake an initial weed treatment process, with on-going management allocated from the off-set process.

## 6.5 Indigenous cultural heritage

Natural areas within the coastal reserve are generally considered 'undisturbed ground', although there are some areas with a history of sand mining. Undisturbed ground close to the coast has the potential to contain items or sites of cultural heritage significance including shell middens and stone artefact sites.

Prior to detailed planning for the Coastal Pathway 'missing links' a database search of known historical and indigenous cultural heritage sites is required in accordance with State and Federal legislation. Should a site be located within the vicinity of the proposed pathway

alignment, avoidance of potential impact is the preferred option.

Given the potential for unknown sites to occur within the coastal reserve, the initial planning of the pathway alignment should include a cultural heritage assessment and investigation by a suitably qualified cultural heritage advisor. This preliminary site assessment may identify sites and larger artefacts visible amongst the vegetation, however this will be dependent on the type and density of the vegetation. Consultation with the registered indigenous party is required as works (including clearing) will cause disturbance to previously undisturbed ground.

The identification of potential unknown sites and artefacts is most likely to occur during initial clearing of the ground layer, following tree clearance but prior to grubbing. Aboriginal monitors are generally required to be present on site during this process to identify and record any items that may be located and to determine how the cultural heritage is to be managed.



## 7. Safety Considerations

There are number of safety considerations affecting users of the Coastal Path, some of these have design solutions and have been addressed in the section on master planning principles. Other safety considerations relate to how people use the shared path and these are addressed through Council's TravelSmart education program. The main approach to disseminating information on the safe use of the Coastal Pathway, and wider pedestrian and cycle network, is briefly outlined below:

### Website

General information is available via the Sunshine Coast Council Website related to cycling etiquette and the safe use of shared pathways.

### Brochures

Brochures include 'Share With Care', which provide general information on pathway etiquette for all users and is available from council customer service centres, libraries and industry related businesses, such as bike shops and cycling clubs.

### Workshops

Community Cycling Workshops are held regularly aimed at improving cycling skills and knowledge. Among other learning outcomes, participants are informed of basic cycling etiquette when riding on shared pathways.

### School Education Programs

Cycle Skills (Primary Schools) are educational cycling workshops aimed at improving cycling skills and knowledge of school aged students. A one hour theory presentation is a key component of the program which includes a strong emphasis on basic cycling etiquette when riding on pathways. Other aspects covered are what to look out for at crossing driveways and road crossings.

### Community Events & Stalls

Information about etiquette for pathway users is discussed and distributed in brochure form at selected community events e.g. Bike Week, and Ride 2 Work Day.

### Customer Response

Council officers respond to enquiries and/or concerns raised by members of the community. Information related to guidelines on pathway use is discussed directly with customers.



## 8. Prioritisation

Implementation of the Coastal Pathway Master Plan will be incremental and occur at varied, and potentially multiple, locations along the coastline dependent on the prioritisation categories as shown in the mapping, and as opportunities arise. The process of identifying the pathway priorities is based on a number of principles as detailed below:

### 8.1 High priority

The categorisation of both existing pathways and missing links as "high priority" is based on the identification of potential safety risks to users.

#### Existing pathways:

In relation to existing pathway less than 2.4 m wide, high priority sections have been identified as follows:

- User conflicts, such as bridge crossings where cyclists and pedestrians are confined into a narrow space (Maps 44 and 112);
- Commercial conflict, such as La Promenade (Map 106) where the coastal path passes through a café area;
- Driveway conflicts – where an alternative path alignment is not feasible; and
- Narrow pathways adjoining busy roads – where cyclist/pedestrians may step onto the road to pass each other, such as Esplanade Headland (Map 102).

#### Missing links:

In relation to missing links, high priority sections have been identified as follows:

- No pathway – where there is no existing pathway and the Coastal Pathway users are directed onto the road, such as Yaroomba (Map 12)
- Driveway conflicts – where an alternative path alignment is feasible and the existing path crosses numerous driveways, such as Oceanic Drive (Maps 77 – 85)

### 8.2 Medium priority

The "Medium priority" category relates to existing pathways less than 2.4 m wide, where the following has been identified:

- Narrow sections of path located between largely completed sections;
- Narrow sections of path with high volume of users; and
- Where the pathway is narrow and confined, limiting the ability to step off the path to avoid conflict.

### 8.3 Low priority

Where existing pathways and missing links do not fall into the above categories these have been categorised as 'low priority'

#### Existing pathways:

In relation to existing pathway less than 3 m wide, low priority sections are characterised as:

- Safe and comfortable to use relative to the current volume of users
- Provide an enjoyable coastal experience despite being below the design standard in terms of width.

#### Missing links:

In relation to missing links, low priority sections are characterised as:

- The current temporary pathway, which the missing link supersedes, is adequate for purpose and does not present an unacceptable safety risk;
- The pathway is being delivered progressively as part of a staged development, for example Pelican Waters (Maps 116 – 119), and
- The proposed pathway alignment requires long-term planning considerations such as reconfigurations of existing land uses.





## 9. Funding

The Coastal Pathway is currently funded through a number of channels which will continue over the next decade as outlined below:

### 9.1 Capital works program

The Coastal Pathway capital works funding allocation is \$1 million pa for ten years commencing in 2017/2018 refer to Table 1.

Capital Works funding may also contribute to the Coastal Pathway as part of an associated project such as park upgrade, or infrastructure works for example, bridges or roads works.

### 9.2 Infrastructure agreements

There are a number of locations along the coast where the Coastal Pathway is located within or adjoining privately owned development sites. In these locations Council will continue to direct developer contributions and/or condition implementation of the Coastal Pathway.

### 9.3 Grants

The Coastal Pathway has been successful in the past in attracting State Government grant funding including: the Cycle Network Local Government Grants under the Queensland Transport and Roads Investment Program.

Grant applications will continue to be a focus of the project implementation.

### 9.4 Operational funds

Council's asset management processes include routine assessment and maintenance of the footpath network. Where an existing path is nominated as Coastal Path that does not meet the design standards, consideration will be given to upgrading the path as part of the routine replacement program. Considerations in determining the requirement to upgrade will include: the extent of pathway requiring replacement and the priority attributed to that section of path.

### 9.5 Project Costs

Wherever feasible the Coastal Pathway will be a concrete path on-grade with minimal site disturbance, and this type of construction can be achieved at relatively low cost. However there are sections of the Coastal Path which will require bridges or boardwalks, and these types of construction significantly increase costs. Since site specific detail for each section of the Coastal Path is beyond the scope of the master plan, detailed project costing for each section will be completed during the detailed design stage.

In terms of the continued roll-out of the project, economies of scale should also be considered wherever feasible. This may entail re-using site facilities over several stages of a project and/or negotiating supplier rates.



*The Coastal Pathway capital works funding is \$1 million pa for ten years commencing in 2017/2018.*

Table 1. Capital works program

Coastal Pathway Capital Works Program - Preliminary Estimates 2016  
(Note: this program may be subject to change as a result of grant allocations and council budget processes).

Location	Map Number	Item Number	Length (m)	Program	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	2030/2031	2031/2032	2032/2033	2033/2034	2034/2035	2035/2036	2036/2037	2037/2038	2038/2039	2039/2040	2040/2041	2041/2042	2042/2043	2043/2044	2044/2045	2045/2046	2046/2047	2047/2048	2048/2049	2049/2050	2050/2051	2051/2052	2052/2053	2053/2054	2054/2055	2055/2056	2056/2057	2057/2058	2058/2059	2059/2060	2060/2061	2061/2062	2062/2063	2063/2064	2064/2065	2065/2066	2066/2067	2067/2068	2068/2069	2069/2070	2070/2071	2071/2072	2072/2073	2073/2074	2074/2075	2075/2076	2076/2077	2077/2078	2078/2079	2079/2080	2080/2081	2081/2082	2082/2083	2083/2084	2084/2085	2085/2086	2086/2087	2087/2088	2088/2089	2089/2090	2090/2091	2091/2092	2092/2093	2093/2094	2094/2095	2095/2096	2096/2097	2097/2098	2098/2099	2099/2100	2100/2101	2101/2102	2102/2103	2103/2104	2104/2105	2105/2106	2106/2107	2107/2108	2108/2109	2109/2110	2110/2111	2111/2112	2112/2113	2113/2114	2114/2115	2115/2116	2116/2117	2117/2118	2118/2119	2119/2120	2120/2121	2121/2122	2122/2123	2123/2124	2124/2125	2125/2126	2126/2127	2127/2128	2128/2129	2129/2130	2130/2131	2131/2132	2132/2133	2133/2134	2134/2135	2135/2136	2136/2137	2137/2138	2138/2139	2139/2140	2140/2141	2141/2142	2142/2143	2143/2144	2144/2145	2145/2146	2146/2147	2147/2148	2148/2149	2149/2150	2150/2151	2151/2152	2152/2153	2153/2154	2154/2155	2155/2156	2156/2157	2157/2158	2158/2159	2159/2160	2160/2161	2161/2162	2162/2163	2163/2164	2164/2165	2165/2166	2166/2167	2167/2168	2168/2169	2169/2170	2170/2171	2171/2172	2172/2173	2173/2174	2174/2175	2175/2176	2176/2177	2177/2178	2178/2179	2179/2180	2180/2181	2181/2182	2182/2183	2183/2184	2184/2185	2185/2186	2186/2187	2187/2188	2188/2189	2189/2190	2190/2191	2191/2192	2192/2193	2193/2194	2194/2195	2195/2196	2196/2197	2197/2198	2198/2199	2199/2200	2200/2201	2201/2202	2202/2203	2203/2204	2204/2205	2205/2206	2206/2207	2207/2208	2208/2209	2209/2210	2210/2211	2211/2212	2212/2213	2213/2214	2214/2215	2215/2216	2216/2217	2217/2218	2218/2219	2219/2220	2220/2221	2221/2222	2222/2223	2223/2224	2224/2225	2225/2226	2226/2227	2227/2228	2228/2229	2229/2230	2230/2231	2231/2232	2232/2233	2233/2234	2234/2235	2235/2236	2236/2237	2237/2238	2238/2239	2239/2240	2240/2241	2241/2242	2242/2243	2243/2244	2244/2245	2245/2246	2246/2247	2247/2248	2248/2249	2249/2250	2250/2251	2251/2252	2252/2253	2253/2254	2254/2255	2255/2256	2256/2257	2257/2258	2258/2259	2259/2260	2260/2261	2261/2262	2262/2263	2263/2264	2264/2265	2265/2266	2266/2267	2267/2268	2268/2269	2269/2270	2270/2271	2271/2272	2272/2273	2273/2274	2274/2275	2275/2276	2276/2277	2277/2278	2278/2279	2279/2280	2280/2281	2281/2282	2282/2283	2283/2284	2284/2285	2285/2286	2286/2287	2287/2288	2288/2289	2289/2290	2290/2291	2291/2292	2292/2293	2293/2294	2294/2295	2295/2296	2296/2297	2297/2298	2298/2299	2299/2300	2300/2301	2301/2302	2302/2303	2303/2304	2304/2305	2305/2306	2306/2307	2307/2308	2308/2309	2309/2310	2310/2311	2311/2312	2312/2313	2313/2314	2314/2315	2315/2316	2316/2317	2317/2318	2318/2319	2319/2320	2320/2321	2321/2322	2322/2323	2323/2324	2324/2325	2325/2326	2326/2327	2327/2328	2328/2329	2329/2330	2330/2331	2331/2332	2332/2333	2333/2334	2334/2335	2335/2336	2336/2337	2337/2338	2338/2339	2339/2340	2340/2341	2341/2342	2342/2343	2343/2344	2344/2345	2345/2346	2346/2347	2347/2348	2348/2349	2349/2350	2350/2351	2351/2352	2352/2353	2353/2354	2354/2355	2355/2356	2356/2357	2357/2358	2358/2359	2359/2360	2360/2361	2361/2362	2362/2363	2363/2364	2364/2365	2365/2366	2366/2367	2367/2368	2368/2369	2369/2370	2370/2371	2371/2372	2372/2373	2373/2374	2374/2375	2375/2376	2376/2377	2377/2378	2378/2379	2379/2380	2380/2381	2381/2382	2382/2383	2383/2384	2384/2385	2385/2386	2386/2387	2387/2388	2388/2389	2389/2390	2390/2391	2391/2392	2392/2393	2393/2394	2394/2395	2395/2396	2396/2397	2397/2398	2398/2399	2399/2400	2400/2401	2401/2402	2402/2403	2403/2404	2404/2405	2405/2406	2406/2407	2407/2408	2408/2409	2409/2410	2410/2411	2411/2412	2412/2413	2413/2414	2414/2415	2415/2416	2416/2417	2417/2418	2418/2419	2419/2420	2420/2421	2421/2422	2422/2423	2423/2424	2424/2425	2425/2426	2426/2427	2427/2428	2428/2429	2429/2430	2430/2431	2431/2432	2432/2433	2433/2434	2434/2435	2435/2436	2436/2437	2437/2438	2438/2439	2439/2440	2440/2441	2441/2442	2442/2443	2443/2444	2444/2445	2445/2446	2446/2447	2447/2448	2448/2449	2449/2450	2450/2451	2451/2452	2452/2453	2453/2454	2454/2455	2455/2456	2456/2457	2457/2458	2458/2459	2459/2460	2460/2461	2461/2462	2462/2463	2463/2464	2464/2465	2465/2466	2466/2467	2467/2468	2468/2469	2469/2470	2470/2471	2471/2472	2472/2473	2473/2474	2474/2475	2475/2476	2476/2477	2477/2478	2478/2479	2479/2480	2480/2481	2481/2482	2482/2483	2483/2484	2484/2485	2485/2486	2486/2487	2487/2488	2488/2489	2489/2490	2490/2491	2491/2492	2492/2493	2493/2494	2494/2495	2495/2496	2496/2497	2497/2498	2498/2499	2499/2500	2500/2501	2501/2502	2502/2503	2503/2504	2504/2505	2505/2506	2506/2507	2507/2508	2508/2509	2509/2510	2510/2511	2511/2512	2512/2513	2513/2514	2514/251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## 10. Conclusion

This master plan report has been prepared for the purpose of reaffirming commitment to the Coastal Pathway by the Sunshine Coast Council, and to guide the continued development of the project over the next ten years. The master plan builds on the foundations of previous strategies and master plan reports, supporting the original vision and strategic outcomes endorsed in 2003 under the SunROC Alliance. The master plan principles detailed in the report provide the basis for future development, building on the strategic outcomes, and directing the pathway alignment and design standards to ensure the project meets the 'world-class' standard stated in the vision.

Over the past 13 years approximately 15 km of the 73 km long Coastal Pathway, from Belis Creek in the south to Coolumb in the north, has been completed to the desired design standard, that is, a 3 metre wide, off-road pathway providing a coastal experience. 36 km of off-road pathway has been completed in accordance with the required coastal alignment, although these sections are below the desired design standard in terms of width. Along the entire route, approximately 22 km of new pathway, 'missing links', is required to meet the vision of a coastal off-road experience, and of these 7 km require long term planning considerations.

This master plan has mapped a feasible pathway alignment to a level of detail sufficient to guide the future delivery of the Coastal Pathway. The GIS mapping layer which generated the 119 maps has been prepared with the intention of incorporating into Council's GIS systems such that information will be readily available and updated as a routine part of the asset management processes.

A systematic approach to prioritisation of the Coastal Pathway has been undertaken with safety as the primary catalyst for the designation of high priority sections, both existing and proposed pathways.

Funding options have been outlined and a commitment to a ten year Capital Works Program of a minimum \$1 million pa starting in 2017/2018 is presented. Coordination across other capital works projects and developer funded contributions to the Coastal Pathway has also commenced following confirmation of the draft pathway alignment.

The detailed pathway mapping provides the basis for further

investigation into opportunities to integrate with the wider network of pathways and cycleways, notably east-west connections. Whilst the original connection to Tewantin in Noosa remains in principle, this master plan has not extended to coordination with Noosa Council. Regardless of this, the Coastal Pathway remains a substantial recreational infrastructure element and provides sufficient value to the Sunshine Coast community to merit continued commitment.

As sections of the Coastal Pathway are completed, popularity grows, building momentum for future stages. Tourism operators are actively promoting the Coastal Pathway, and selling the attraction as part of the Sunshine Coast destination experience.

A wide range of the local community use the Coastal Pathway as part of their daily recreational routine, as a safe commuting option, or for fun runs and walking groups.

In the 2013 Sunshine Coast Council 'Cycling Participation and Rider Perceptions' report respondents were asked to prioritise actions that Council could take to encourage bike riding. The most supported action was more off road paths and cycleways, 72% of respondents rated this as a very high or high priority. The separation of the Coastal Pathway from vehicle traffic is undoubted one of its main attractions. The combination of a safe connected pathway with the spectacular coastal experience provides multiple benefits and substantial community value. Not least of these benefits is that it facilitates a healthy lifestyle and community well-being.

The costs for provision of the project will continue for many years. However the project legacy is not only the material aspects of the pathway itself, (the concrete path) but the access provisions inherent in the project. This is a long term project, the benefits of which are already being realised by the community. The master plan details the planning and delivery of the next phase of the project, another step towards realisation of the vision; connecting communities, and enriching and diversifying the recreational experience of the Sunshine Coast.



enriching and diversifying the  
recreational experience of the  
Sunshine Coast



## COASTAL PATHWAY

### Linear Open Space Master Plan

#### COASTAL PATHWAY MASTER PLAN

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