

## Maloja and Tay Ave, Caloundra – Coastal Pathway Consultation Report – May 2019

### Project objective

The objective of the project is to widen and improve the Coastal Pathway along Maloja Avenue and Tay Avenue to connect to the existing Coastal Pathway boardwalk at Bulcock Beach. This objective aligns with council's vision for a world class pathway and caters for the large number of pedestrians and cyclists who use this section of the Coastal Pathway. Recent data revealed that 500 pedestrians a day during the off-peak weekday period and 1000 pedestrians a day during the off-peak weekend period, use this section of the Coastal Pathway.

### Engagement strategy

The draft Maloja and Tay Ave, Caloundra Coastal Pathway Plan was publicly released by the Landscape Design and Planning Unit on 5 February 2019. The release was followed by a three-week community engagement program, which included a range of face-to-face and online engagement activities. The engagement activities aimed to promote awareness of the draft pathway plan and to encourage residents to have their say on the proposed draft plans.

Promotion of the draft pathway plan and associated engagement activities included:

- a newsletter mail-out to 438 households within the project area
- advertisements in local newspapers, on social media
- static displays at the Caloundra library
- a staffed 'Open Day Q and A' on-site
- hand delivered newsletters to business operators on Bulcock St and the Caloundra Waterfront Holiday Park.
- a project webpage displaying the draft plans and links to the online survey.

A summary of the engagement uptake is provided below:

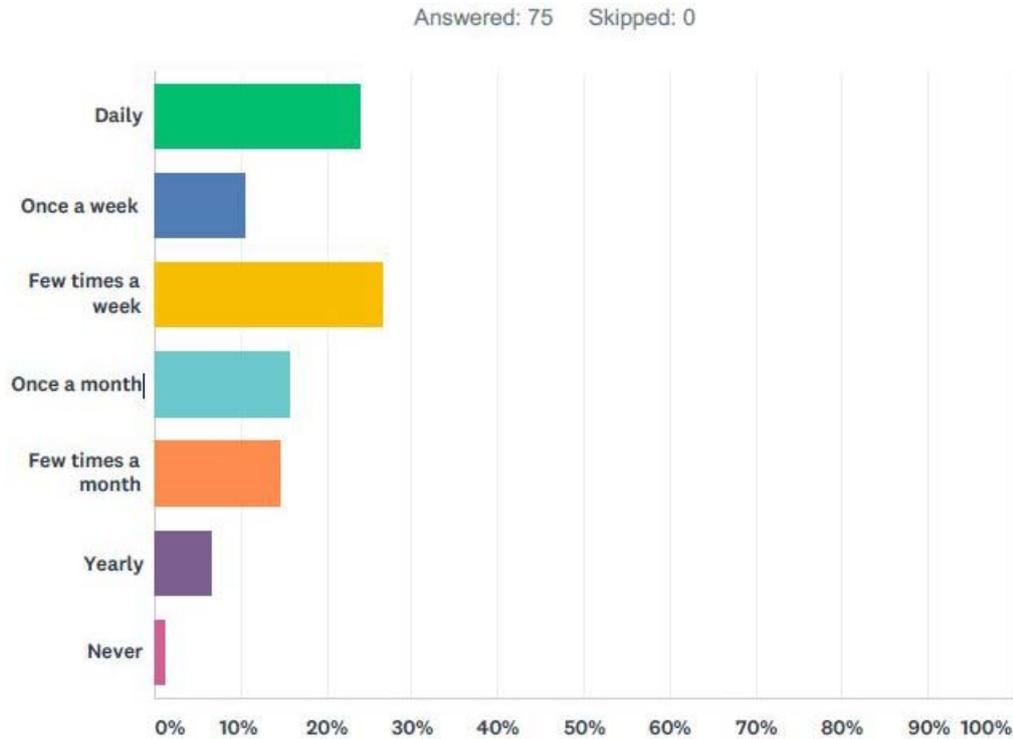
- **17 face-to-face** newsletter drops to businesses
- Estimated over **50 customers** visited us at our open Q & A session
- **75 online surveys** received
- **603 web page** views
- **5 written submissions** received. Including 1 submission backed with 46 individual signatures
- **93.3% generally support** for the draft concept Pathway Plan

## Community survey

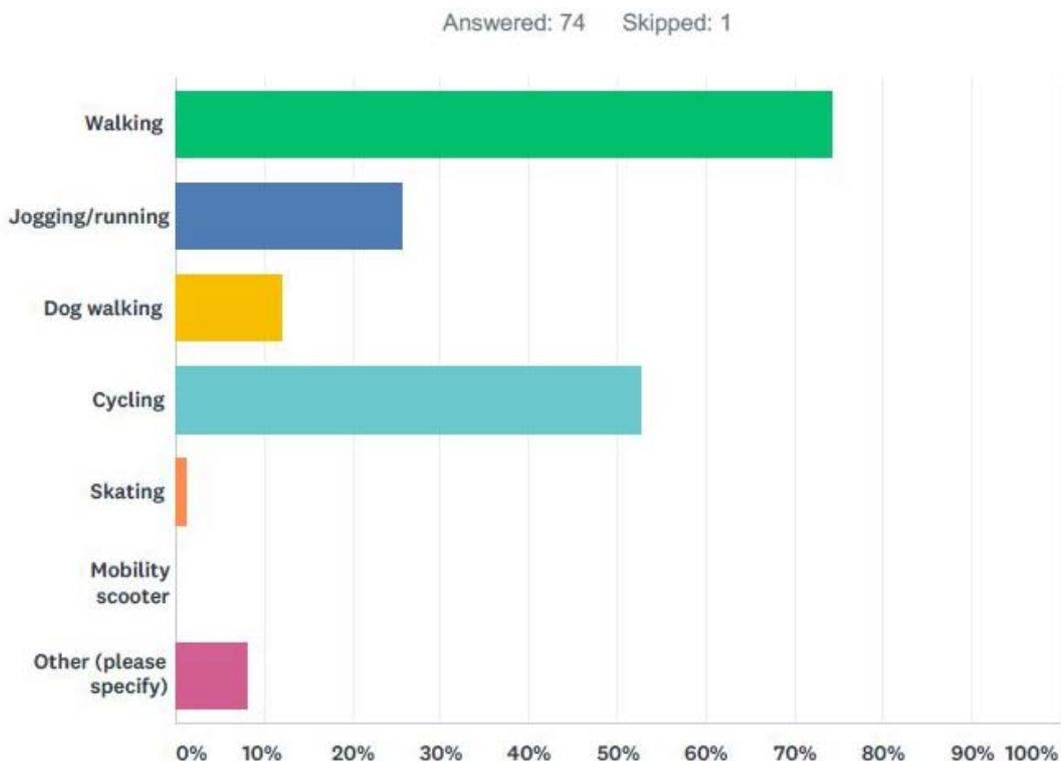
A community survey was developed to capture community feedback on the draft plan. Feedback received helped guide the development of a pathway plan. The survey was available on-line and in hard copy formats at the Caloundra Library. The survey was open from 5 Feb closing 28 Feb (three weeks).

Council received 75 responses in total. The survey questions, results and summary of key themes are below.

### Q1. How often do you use the coastal path in Maloja and Tay Avenue?

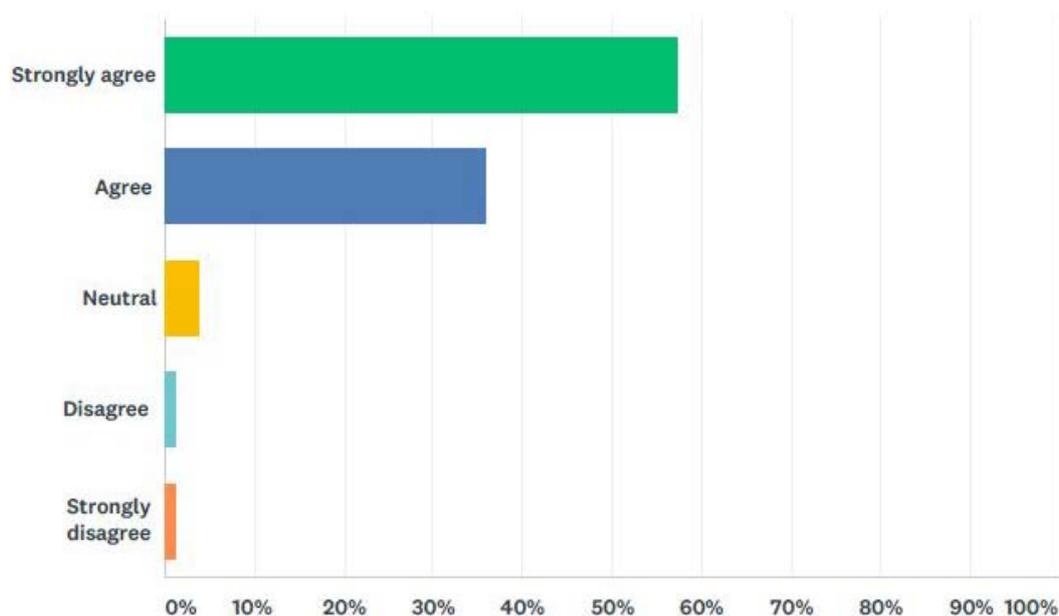


### Q2. How do you use the coastal path in Maloja and Tay Avenues? (Select as many that apply.)



### Q3 Do you generally support the draft concept plan?

Answered: 75 Skipped: 0



### Q4 What do you like most about the concept plan?

| Theme / comment  | No of repeats |
|--|---------------|
| Wider path will accommodate more users                                 | 32            |
| Better connectivity to destinations                                    | 14            |
| Improved grades with smoother paths will increase safety               | 12            |
| One-way traffic will help calm and simplify traffic flow and movements | 12            |
| General streetscape amenity and beautification improvements            | 9             |
| Path by passing La Promenade café                                      | 6             |
| Better off-road bike option  | 2             |
| Improved mobility for scooters   | 1             |
| Formalised car parking   | 1             |
| Promotes active travel   | 1             |

### Q5 Are there any issues or concerns with the concept plan that you would like addressed?

| Theme / comments  | No of repeats |
|---|---------------|
| Loss of car parking   | 8             |
| More consideration needed for dedicated cycling lanes in both directions  | 5             |
| Path should be along water edge (Pumicestone Passage)                     | 5             |
| Construction disruption concerns i.e traffic congestion, noise and access | 4             |

|  |   |
|--|---|
| Path needs to be wider than currently proposed   | 2 |
| Keep clear site lines from driveways. No high vegetation in site lines   | 2 |
| Would like to separate bikes and pedestrians   | 2 |
| Driveway crossover and clashes with pedestrians  | 1 |
| Incorporate raised pedestrian crossings at each end of Maloja Venue  | 1 |
| Ease of access for wheelchairs / other personal mobility vehicles  | 1 |
| Managing traffic flows at intersections  | 1 |
| Include colour themes in vegetation  | 1 |
| Truck deliveries - Narrower road will make it difficult for heavy vehicles to reverse  | 1 |
| Traffic on the corner near the fish shop/fish shop car park and the proposed one way street. Very busy and there will be likely conflict with traffic trying to turn right out of the car park                               | 1 |
| Protect mature Pandanus tree on the footpath on the corner of Tay and Maloja Ave   | 1 |
| Needs a pathway centre line  | 1 |
| Look into angle parking  | 1 |
| Extend one-way to Tay/Esplanade all the way to Otranto   | 1 |
| A pedestrian crossing at the intersection of Tay Ave and Bulcock Street  | 1 |
| The pathway curve turning from Tripcony Lane into Maloja Avenue is currently very narrow and dangerous. Needs to be signage on both ends of the footpath prior to turning indicating which side to stay on or a 2-way mirror | 1 |
| Consider Street art  | 1 |
| Add water fountains  | 1 |
| One-way traffic should be west bound   | 1 |
| Reduce speed limits further to 30km/h  | 1 |
| Remove <i>Atractocarpus fitzalanii</i> from planting palette as it's a breach of the Sunshine Coast Council Local Government Biosecurity Plan 2017   | 1 |

#### Q6 Further comments

| Theme / comments  | No of repeats |
|---|---------------|
| Need to separate the bikes from both the pedestrians and the cars   | 3             |
| More parking required   | 2             |
| Ensure residents can be easily noticed when intending to enter / leave properties along Maloja. Ensure clear site lines from landscape features | 2             |
| A pedestrian crossing at either end of Maloja Avenue would be useful  | 1             |

|   |   |
|---|---|
| Choosing trees which don't drop too many leaves, seed pods etc would help keep surface clear and even   | 1 |
| Add seating   | 1 |
| The inner 2 metre services strip should incorporate a smooth pavement surface to provide a safe haven escape for slow walkers, scooters and prams. No lawns, shrubs or trees. Suggest a mid-grey colour to contrast with the coastal path yellow / light grey surface | 1 |
| Install conduit for future underground services / plan including power cables fibre optic cables, path and street lighting to avoid need to dig up / disturb this pavement in the future  | 1 |
| Council to encourage x 12 body corporates to place convex / curved mirrors to improve vision / safety for exiting vehicles  | 1 |
| Cars and bikes sharing that section of road is already a concern. This would be the perfect opportunity to install some cycling infrastructure  | 1 |
| Install interpretive / historical signage   | 1 |
| The boardwalk should continue on water front  | 1 |
| One way good idea   | 1 |

### Written / Email Submissions

Council received a total of five email and written submissions. Including one submission supported by 46 individual signatures. Feedback received by both written submissions and survey responses were used to help guide the development of the pathway plan.

### Addressing Key Feedback – Frequently asked questions and answers

The key feedback themes represent the main areas of community interest and concern. These feedback themes were considered through the process of finalising the master plan.

#### Why are there landscaped build-outs?

- Landscaped areas are designed as spaces for shade trees to shade both the pathway users and parked cars. Street trees cool the area, provide animal habitat and contribute to overall street character and amenity.

#### What is the width of the new pathway? And why?

- 3 metres is council's adopted minimum width for a shared pathway. The new verge will contain a separation space (mostly turf and garden beds) between pathway and private property (nominal 2 metres in width) and separation between car parking and the pathway (nominal 1.5 metres in width). The remaining space will consist of the 3 metre width shared pathway.
- The nominal 2 metre width spacing between private property and pathway provides separation between vehicles entering and exiting driveways and pathway users. This separation will give both drivers and pathway users some sight distance to assist in avoiding conflict.
- A nominal 1.5 metre width green space (mostly turf) between car parks and footpath will allow people to open car doors without impeding on pathway users.

### **Will we still be able to put the garbage bins out?**

- Yes. However due to the one-way street change all bins should be left kerbside on the northern verge. Further advice will be provided by council's Waste Collection Unit.

### **Will there be additional lighting along the pathway?**

- Lighting of the coastal pathway does not form part of this project scope. However conduit and cable pits will be installed to ensure future lighting can be installed without impacting pathways. A new wider and straight pathway with improved levels should enhance both driver and pathway user visibility. Street/road lighting is listed on council's Capital Works program for future consideration.

### **Has council investigated angle parking?**

- Angled parking was investigated as per **AS 2890.5-1993 part 5 On-street Parking**. Due to current road widths, the spacing of existing driveway crossovers and vehicle turn requirements into those driveways, a conversion to angled parking was not desirable and would not achieve an increase in car parking numbers to the current proposal.

### **How much money has been allocated for the upgrade?**

- \$1million has been allocated for the construction of this section of the coastal pathway.

### **What provision is made to stop cyclists travelling in both directions on-road, how will you prevent cyclists using the footpath in a westerly direction?**

- The 3 metre wide shared path is intended to be shared between pedestrians and recreation riders in both directions.
- As per the Queensland road rules, on-road cyclists should travel in the direction of traffic. Therefore, on-road cyclists travelling west-bound should use Bulcock St and not travel the wrong way down a one-way street.
- Signage and line marking will assist in directing cyclists in the appropriate direction.

### **Have council done a foot traffic and cyclists count in peak?**

Council commissioned a pedestrian and cycle count along the Maloja Avenue southern pathway. Results were as follows:

- 6am-6pm Thursday 18 May 2017 Pedestrian Survey of footpath on southern side of Maloja Ave, Caloundra both directions totalled 526 (included adults, children, seniors, people with a disability, cyclists)
- 6am-6pm Saturday 20 May 2017 Pedestrian Survey of footpath on southern side of Maloja Ave, Caloundra both directions totalled 1087 (included adults, children, seniors, people with a disability, cyclists)

It is recognised that higher volumes of both pedestrians and cyclists would occur during peak holiday times and outside the hours of 6am-6pm.

### **Have council considered any landscaping for the northern verge to screen the rear of the commercial properties for visual amenity of users of coastal path?**

- Yes, additional street tree planting will be provided for the northern verge.

### **Will the works incorporate modern design of curb and channel as Bulcock Street?**

- Yes, an invert channel (flush) is proposed for the most part with standard kerb and channel types on corners and around landscaped build-outs.

### **Will car parking on the northern side be formalised?**

- Car parking on the northern side will not be formally line-marked. Once the works are complete this will be monitored by council before determining if line marking is required.

### **Why is the path no longer shown along the water front edge?**

- There was previous discussion to construct a pathway along the water edge. However, there is no land to facilitate a path. The channel is narrow and deep. Some jetties are zoned out into the Marine Park and the land is on title with existing rights.

**Will the Tay Ave and Bulcock Street intersection need to be reassessed especially considering the plan for increasing density in the new Caloundra Centre Master Plan?**

- Improvements to this intersection are part of the capital works program for future works. This intersection will be monitored post one-way changes.

**Will the path have a centre line? Can it formally delineate uses between cyclist and pedestrian?**

- A centre line will be used on the corners where site lines are reduced. Pedestrian and cycling slow down and look out markings will also be used. This will assist movement around corners. The straight section of path will not have a centre line as it is intended to be an informal shared pathway.
- Signage will be located on the pathway to remind pathway users that they are on a shared pathway. Cyclists will be encouraged to travel slowly on the pathway or use the road if they wish to travel at a greater speed.

**Have pedestrian crossings or refuges been considered on corners and centrally on Maloja Avenue?**

Council has considered the above, with the following conclusions reached:

- A mid-block formal pedestrian crossing on Maloja Ave is not preferred as there is no over-riding desire line or footpath to link to on the northern verge. However this may be considered into the future depending upon adjacent land use and future development.
- For the corner of Maloja and Tay Avenue a centre refuge is preferred at this point in time. A formal crossing in this location would require changes to road levels which could impact drainage in addition to new lighting. This is outside the budget and scope of this project but may be considered in the future.

**Will the high tide water inundation in certain weather events continue to occur along Tay Avenue around the corner and into Maloja Ave?**

Yes, high tide incursion levels will not change as a result of this project. **Will the project result in any changes to the current on-street car parking arrangements?**

Yes, there will be changes to on-street parking as follows:

- Loss of four car parking bays on the southern side of Tay Avenue along the La Promenade side to cater for the coastal pathway to go around the café outdoor dining area;
- Loss of two car parking bays on the northern side of Tay Avenue opposite La Promenade to cater for the proposed shift in road centre line due to coastal pathway alignment opposite; and
- Currently car parking in Maloja Avenue is not formally marked so there are no defined car parking bay counts. Currently on the southern side, around 16 vehicles can park and in the new formalised parking with landscaped areas 12 marked car bays will be accommodated.

**What is happening to the driveway crossovers in the southern verge?**

- All driveway crossovers on the southern side of Maloja Ave and the driveway to La Promenade Apartments require upgrading to meet new pathway levels. A uniform charcoal coloured concrete has been selected for the following reasons:
  - strong visual contrast with the coastal pathway colour for user legibility
  - to help reduce glare, conceal tyre and oil marks
- Driveway access will be closely managed during construction and advanced notice of works given to residents to minimise disturbance.