



### **Improving the walking infrastructure in Buddina - Response to the Workshop on Tuesday 23/04/2024**

During this “limited access” workshop with Council staff and their consultants (*zwart transport planning*), it was recognised that *walking infrastructure* supports walkers, runners and active transport users.

The pre-planning by Council included various maps that were distributed at this consultant-run workshop and discussions adopted a similar approach to previous public transport and planning scheme change workshops.

The scale used on some maps for some walking distances of 0-1km and 1-2km to the bus station on Nicklin Way, warrants review for accuracy. There appears to be a few misalignments.

Unless walking for pleasure, most people residing at Buddina are unlikely to walk more than 200m to public transport during hot, wet summers like the 2023/24 season. Assumptions on walking distances ought to be based on SC beachside climatic conditions and not notional calculations for cooler-climate cities.

The takeaways from the workshop and some post-workshop thoughts include:

1. The workshop recognised what uses and which users are provided for, at different levels on different types of footpaths and the Coastal pathway;
2. The workshop also recognised that improving walking infrastructure included both capital and operational maintenance funding;
3. (a) The workshop considered Council’s mapped assumption of identifying Kawana Shopping World / Bus Station as the single primary destination for Minyama, Parrearra, Buddina and Warana;  
(b) The workshop considered Council’s mapped priorities for walking infrastructure funding \$’s  
(c) The workshop considered Council’s mapped assumptions for the Walking Network Plan identifying Primary Routes, Secondary Routes and Future Primary Routes that FIT the requirements for all users;  
(d) The workshop considered the mapped Walking Network Plan identifying Primary Routes, Secondary Routes and Future Primary Route that FIT the SAFETY requirements for all users;  
(e) The workshop considered Council’s mapped Cycle Planning;
4. What indigenous heritage matters have been considered or ought to be prioritised?
5. What environmental matters ought to have been considered and prioritised in the pre-planning and post-workshop planning?
6. What other types of infrastructure are being considered or ought to have been considered along the Coastal pathway?

#### **1. The workshop recognised what uses and which users are provided for, at different levels on different types of footpaths and the Coastal pathway**

- Walkers, walkers with leashed dogs, and runners, including large groups (e.g. Park Run);
- Bikes, scooters and skateboards plus assistive devices such as walking frames and wheelchairs
- Additional considerations: Walker Safety relating to (i) excessive speed of some active transport users, (ii) poor maintenance resulting in trip hazards and (iii) off-leash dogs (although dogs on-leash at all times is noted as rarely enforced, particularly along the Coastal pathway).

#### **2. The workshop also recognised that improving walking infrastructure included both capital and operational maintenance funding**

- Ongoing maintenance of residential footpaths; - varying standards, some good, some are not compliant with the minimum footpath width (1.5-2.5m), some are damaged, and some have protruding tree branches (at or below head height) and do not appear to be actively maintained

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- an example is the footpath between Pt Cartwright Drive and Pt Cartwright on the residential side of Pacific Blvd which has multiple poor maintenance issues
- Ongoing maintenance of the recreational Coastal pathway at Buddina; - currently of ordinary standard and not compliant with Council's Recreational pathway minimum standard <sup>1</sup>
  - some maintenance of the pathway occurs on request (i) ground level cracks and coverage and (ii) protruding branches (at or below head height), however regular maintenance ought to be increased
- Upgrading / widening the recreational Coastal pathway ought to be a high priority, given the Coastal pathway Capital Works program for Buddina was scheduled for 2020/2021/2022 <sup>2</sup> (incomplete)
- Additional Infrastructure / improvements that result in improved surfacing of pathways and which supports retro-fitting for active transport through shared pathways and footpaths to be prioritised

### 3. (a) The workshop considered Council's mapped assumption of identifying Kawana Shopping World / Bus Station as the single primary destination for Minyama, Parrearra, Buddina and Warana

- This is NOT necessarily an appropriate assumption for all walkers, runners and active transport users, many of whom utilise the walking infrastructure to access other locations, such as recreation facilities
- this is NOT necessarily an appropriate assumption for all vehicles (drivers and passengers) utilising the parking facilities within the boundaries of Kawana Shopping World
- parking statistics for the shopping centre ought not be interpreted as visitors only to the shopping centre itself. That data does not account for other genuine usage of those carparking facilities as overflow usage. There is a significant short fall of parking at the adjacent primary school; the adjacent library and Centrelink office. Visitors to these 3 key destinations plus Kawana Shopping World all utilise the shopping centre parking facilities. In addition, some of the perimeter vehicle parks are also utilised by public transport users who don't live within walking distance to the bus stop at the centre.
- Overstating Kawana Shopping World/Bus Station as the primary destination based on vehicle parking statistics appears to be an innovative interpretation of the intended destination.

### 3. (b) The workshop considered Council's mapped priorities for walking infrastructure funding \$'s

- Given the diversity of the workshop attendees and the pre-assigned priorities by Council as outlined on their map labelled "Priority Works Program by priority - Buddina", there was not a consensus agreement other than where SAFETY was jeopardised by (i) poor maintenance of existing footpaths and pathways (ii) non-compliant pathway widths (iii) non-existing pathways and road crossings, particularly to/from the Buddina Primary School.
- High Priorities ought to include the poorly maintained and missing walking infrastructure including:
  - (i) the Coastal pathway;
  - (ii) the recreational pathway from La Balsa Park throughout Pt Cartwright Reserve
  - (iii) all pathways around the Buddina Primary school and the missing link pathway along the access road between the Shopping Centre and the multi-level car park (south side);
  - (iv) the dangerous intersection at Pt Cartright Drive at the roundabout /intersection of Orana St and the entry into the Kawana Shopping World where there should be a slip road (3<sup>rd</sup> lane) from that roundabout to Nicklin Way along Pt Cartright Drive (adjacent to Shopping World).

### 3. (c) The workshop considered Council's mapped assumptions for the Walking Network Plan identifying Primary Routes, Secondary Routes and Future Primary Route that FIT the requirements for all users

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<sup>1</sup> Sunshine Coast Active Transport Plan 2011-2031, page 39

<sup>2</sup> Coastal Pathway Linear Open Space Master Plan 2017, page 26

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- The primary route marked between Bermagui Cr and Nicklin Way through the shops inside Kawana Shopping World retail building is incorrect – this is NOT walking infrastructure.
- This is NOT a current primary route available as *walking infrastructure*, nor does it meet the definition of inclusion for use by walkers, walkers with leashed dogs, runners and riders of cycles, scooters and skateboards. This is the retail shopping complex managed by Mirvac; it is NOT a council pathway. When and if Council were to negotiate successfully with the property owners to construct a pathway through the middle of the shops, then there would be a case for it to be classified as a primary route. However, in the meantime, it could potentially be considered a *Future Primary Route* and ought to be labelled with *pink dots*, to ensure no misrepresentation – refer to the boxed green outline below:



### 3 (d). The workshop considered the mapped Walking Network Plan identifying Primary Routes, Secondary Routes and Future Primary Route that FIT the SAFETY requirements for all users

- The primary route marked between Bermagui Cr and Nicklin Way along the access road that separates the retail building and the multilevel carpark (south) is incorrect. This is NOT a current primary route available as *walking infrastructure*, nor does it meet the definition of minimum SAFETY for walkers particularly school children on bikes, as the footpath weaves inside and outside the undercover carpark and not along the full length of the access road. When and if Council were to redeem the land from the shopping centre owners, and then successfully construct a footpath along the access road, then there would be a case for it to be classified as a primary route. However, in the meantime, it could potentially be considered a *Future Primary Route* and ought to be labelled with *pink dots*. See the section circled in an orange outline below:



### 3 (e). The workshop considered Council's mapped Cycle Planning

- The primary route from Mooloolaba across the river at the Pt Cartwright recreational park is NOT in accordance with the Pt Cartwright Master Plan and any ferry between Mooloolaba and Buddina cannot have a jetty landing in the nudibranch area of the river, nor is this a safe crossing location where marked, due to the shallow depth at "half moon beach" (river beach).

**4. What indigenous heritage matters have been considered or ought to be prioritised in the pre-planning?**

- Buddina is rich in indigenous heritage as described at the post-workshop discussion (BC, DK, LD, DC);
- Revegetation of casuarina (she-oak) forest areas within the foreshore reserve and along the Coastal pathway is an important action for Council to undertake. Locations on either side of the Coastal pathway were identified by BC. Most require urgent attention as the remaining casuarina clusters are dying out, such as those between BA200 and BA201 either side of the Coastal pathway;
- Revegetation along some key pathway streets with pink bloodwood trees is another important action for Council to undertake. One key street identified by BC was Koorin Drive leading to Sunbird Chase;
- Appropriate signage and story-telling along important pathways.

**5. What environmental matters ought to have been considered and prioritised in the pre-planning?**

- Buddina is one of the most important and densely nested sea turtle beaches within the Sunshine Coast biosphere and considerations relating to (i) artificial light at night and (ii) ensuring that vegetation is dense and tall within the foreshore reserve are two critical components when the Coastal pathway is modified, widened and updated;
- No artificial light at night is to be imbedded along the Coastal Pathway at Buddina, i.e. along Pacific Blvd from Pt Cartwright past the Surf Club to the intersection of Lowanna Dr, which is between BA198 to BA227-8. There are street lights along Pacific Blvd, intentionally low-intensity amber lighting, to ensure low impact on endangered loggerhead sea turtle nesting habitat;
- No artificial light at night is to be imbedded anywhere within the Pt Cartwright Reserve - this was highlighted during the preparation of that master plan, as adopted in 2023;
- For safety along Pacific Blvd, "curb extensions" are preferred - not "zebra crossings" due to the TMR requirement for pedestrian crossing floodlighting<sup>3</sup> and the contradiction of the current Energex arrangement with Council for specific amber-coloured street lighting along Pacific Blvd;
- The widening of the Coastal pathway ought NOT encroach on the beachside (foreshore / coastal reserve) and should only utilise land towards the roadside, not the eastern beachside of the current pathway; the foreshore reserve is already very narrow along Buddina, compared to other beaches;
- No removal of any native vegetation on the eastern beachside side of the Coastal pathway; any vegetation removed to facilitate the wider pathway ought to be taken from the land towards the roadside (parks and gardens), not the beachside (environment operations);
- No new "viewing" lookouts created along the coastal pathway as there are already sufficient lookouts and far too many cleared areas that need revegetation where trees have been removed. The "goat tracks" ought to be closed off and revegetated;
- Additional / replacement tree planting for shade ought to be expanded along the Coastal pathway;
- Safety that specifically includes limiting active transport speed limits on pathways;
- Informative signage to provide education and direction to residents and visitors about the flora and fauna combined with appropriate mapping of limited access areas (and why) is considered essential;

**6. What other types of infrastructure are being considered along the coastal pathway?**

- Utilise and update those Beach Access (BA) entrances which already have water-tap facilities to add bike racks and seating, if applicable, e.g. BA199, BA200, BA205, BA210, etc.

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<sup>3</sup> TMR SD1406 Road lighting Pedestrian Crossing Floodlight, page 1

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### REFERENCES

**Footnote 1** Sunshine Coast Active Transport Plan 2011-2031, page 39

Infrastructure Description Table 7.3: Types of Infrastructure

| Infrastructure                         | Description  |
|--|--|
| Veloway / cycleway and shared pathways | 2.5 - 4 m sealed pathway that has minimal interruptions to users. A high quality offroad shared pathway or veloway will generally avoid intersections or include priority crossings for cyclists. A veloway is reserved for cyclists, whilst a shared pathway caters for cyclists and pedestrians. The width of the pathway and the number of pedestrians present will determine the level of service to cyclists. |
| Footpaths                              | 1.5 - 2.5 metre wide sealed pathway. In Queensland cyclists and pedestrians share all footpaths unless otherwise signed. Footpaths are only suitable for cyclists travelling at lower speeds due to site distances, driveways and intersection crossings.  |

**Footnote 2 Coastal Pathway Linear Open Space Master Plan 2017, pages 17 and 26**

The Coastal pathway width and Capital Works program for Buddina - based on the information and links of Council's website labelled Coastal Pathway Linear Open Space Master Plan, the master plan is behind schedule for upgrading the mapped Coastal pathway to the standards described in those documents for this Recreational path (page 17) which includes:

- 3.5m Desirable minimum width, and alternatively
- 3 - 4m Minimum width – typical maximum

The budgeted timeframe in the master plan is years overdue (page 26):

- 20/21 and 21/22 Map 70 Buddina (Harbour Parade & Point Cartwright Drive)
- 20/21 and 21/22 Map 75 Buddina (Iluka Ave & Pacific Blvd)

No further updates appear on Council's website since the 2017 version of the open space plan

<https://www.sunshinecoast.qld.gov.au/council/planning-and-projects/council-plans/coastal-pathway-linear-open-space-master-plan>

**Footnote 3 TMR requirement for pedestrian /zebra crossing floodlighting**

Use curb extension along Pacific Blvd and NOT "zebra" crossings due to the TMR requirement for pedestrian crossing floodlighting as described in the relevant TMR document SD1406.pdf, available using this link:

[https://www.google.com/url?sa=t&source=web&rct=j&opi=89978449&url=https://www.tmr.qld.gov.au/\\_media/busind/techstdpubs/specifications-and-drawings/standard-drawings-roads/electrical-and-its/sd1406.pdf%3Fsc\\_lang%3Den%26hash%3DDC46836BD3E123F0B68D94216D65EE6B&ved=2ahUKEwiekOf6u-OFAxW9zTgGHdTwBc0QFnoECBMQAQ&usg=AOvVaw3tU6SExekAo\\_0NURVclcln](https://www.google.com/url?sa=t&source=web&rct=j&opi=89978449&url=https://www.tmr.qld.gov.au/_media/busind/techstdpubs/specifications-and-drawings/standard-drawings-roads/electrical-and-its/sd1406.pdf%3Fsc_lang%3Den%26hash%3DDC46836BD3E123F0B68D94216D65EE6B&ved=2ahUKEwiekOf6u-OFAxW9zTgGHdTwBc0QFnoECBMQAQ&usg=AOvVaw3tU6SExekAo_0NURVclcln)

Any increased intensity of street lighting, such as floodlighting contradicts the current Energex arrangement with Council for specific amber-coloured street lighting along Pacific Blvd. This agreement between these 2 authorities supports reduced intensity of direct light and sky glow turtle lighting specific to reducing the impact on the endangered turtle nesting habitat along Buddina beach.