

Noosa High Priority Cycle Route Corridor Study and Concept Design

Final Options Analysis Report (Corridor 2) **Peregian South Extract**

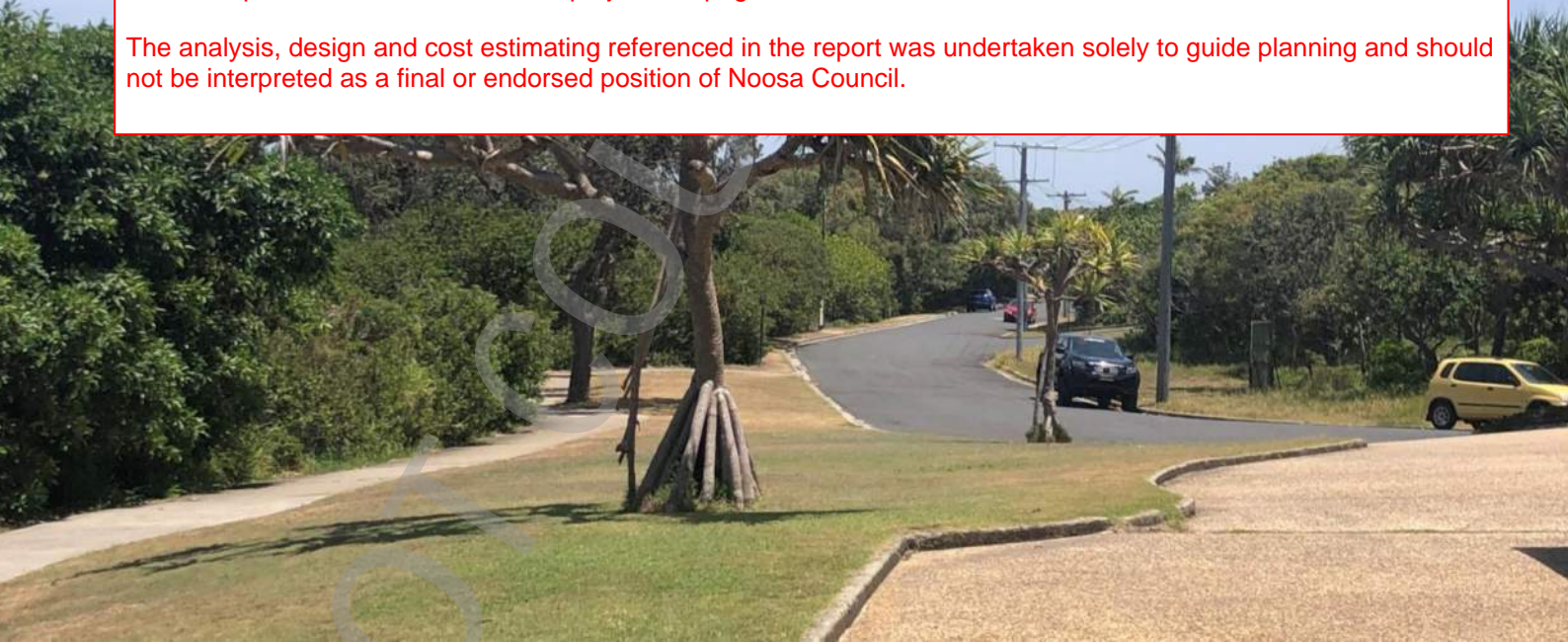
EXPLANATION STATEMENT BY NOOSA COUNCIL

The following pages, extracted from the Final Options Analysis Report (Corridor 2), cover the route and design treatment options and selection for Segment 6: Peregian Beach South.

Engagement activities were undertaken with an external Project Reference Group (PRG) at key milestones and decision points throughout the project. Specifically, this included engagement at the route selection, design treatment selection and concept design review stages.

The full report is also available on the project webpage.

The analysis, design and cost estimating referenced in the report was undertaken solely to guide planning and should not be interpreted as a final or endorsed position of Noosa Council.



24 February 2021



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5 ROUTE AND DESIGN TREATMENT SELECTION

This section provides a summary of the route and design treatment options that were developed, analysed and selected to complete or increase the attractiveness of Corridor 2.

5.1 Route selection

Section 5.1 builds on the findings from the background analysis (refer to Section 2) and relevant stakeholder engagement activities (refer to Section 4.1) to develop and analyse route options for the segments of the corridor identified as requiring further investigation. The content in this section is derived from *Working Paper 2: Route Options Analysis* which was prepared as a summary of activities undertaken in Stage 3 of the project.

5.1.1 Route options analysis criteria

The route options were analysed quantitatively through consideration of the pros and cons of each option and qualitatively through the application of a purpose-built MCA. The criteria adopted in the MCA to inform corridor route selection are further detailed in Table 4.

Table 4: Route options analysis – MCA criteria

CRITERIA	DESCRIPTION	MEASURES
Safety	Conflict points	# Intersections
Comfort	Gradient	# Inclines >5% for more than 75m (continuous)
Directness and Coherence	Legibility	Deviation from most direct route
Connectivity	Attractors: the number of places people could cycle along a link	# Attractors (attractors = schools, shops, parks, other public spaces/buildings)
	Network connectivity: connections to surrounding cycle network	# Links to existing and future cycle routes
Strategic alignment	Coastal/river connection	Alignment to coast/river
	Works bundling opportunities	Ability to link with other Council planned works
Feasibility	Ease of delivery, including traffic, parking and environmental considerations and cost	Ability/cost to implement

The scoring system applied to each measure in the MCA is further detailed in Working Paper 1. The weightings as derived from the PRG (refer to Section 4.1), were applied in the MCA to assess the route options. The analysis also included a sensitivity analysis to determine whether the application of different criteria weightings in the MCA would change which route option received the highest score for each missing segment. The sensitivity analysis applied equal weightings (16.6% to each of the six criteria) instead of the weightings derived from the PRG workshop.

A summary of the findings from the qualitative and quantitative analysis is provided by segment in the respective section below. Additional information on the analysis is provided in Working Paper 1.

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Table 13: Route options analysis (pros and cons) – Segment 5: Peregian Beach North

ROUTE OPTION	PROS	CONS
Route A	The alignment is fairly direct and has the ability to link with a number of projects including a roundabout upgrade (R7), 4-way intersections upgrade to roundabout (R8) and pedestrian safety improvements (PW06).	The alignment is hilly and has 6 intersections to transverse. The alignment is the least connected to the coastal corridor. The alignment is not well suited to new and vulnerable cyclists due to the high volume, high speed nature of the road corridor and the narrow width available for LTS1/2 facilities to be constructed.
Route B	The alignment is the most direct and has 5 attractors it connects with and has the ability to link with a 4-way intersection upgrade to a roundabout (R8).	The alignment has 8 intersections to transverse, predominately low volume, low speed road intersections. The alignment is moderately easy to implement on low volume, low speed roads although Osprey Avenue is within an Environmental Protection Area and a small portion of Kingfisher Drive is within the Slide Hazard overlay.
Route C	The alignment is fairly direct, has no intersections to transverse and has 5 attractors it connects with. The alignment at the rear of Glen Eden may provide a firebreak to the residential area.	The alignment is rated as difficult to implement as the alignment proposed is off road (rather than Route B on road) through the same environmentally sensitive overlays identified above.

Table 14: Route options analysis (MCA) – Segment 5: Peregian Beach North

ROUTE OPTION	APPLIED WEIGHTINGS	SENSITIVITY (EQUAL WEIGHTING)
Route A	6.32	6.42
Route B	7.53	10.01
Route C	8.56	10.79

As can be seen in Table 14, Route C received the highest score across the applied weighting and sensitivity analysis. It is important to note that the findings of the MCA informed but did not necessarily guarantee that an option would be selected as the preferred option for the segment. These quantitative findings are to be considered in light of the respective pros and cons of each route option (refer to Table 13).

5.1.7 Route options development and analysis – Segment 6: Peregian Beach South

Segment 6 on Corridor 2 provides an opportunity to examine route options between David Low Way at Peregian Beach Village Square in the north and the intersection of David Low Way and Emu Mountain Road in the south (refer to Figure 15). The segment is characterised by residential areas with an expansive beach and an important local activity centre at and immediately surrounding Peregian Beach Village Square.

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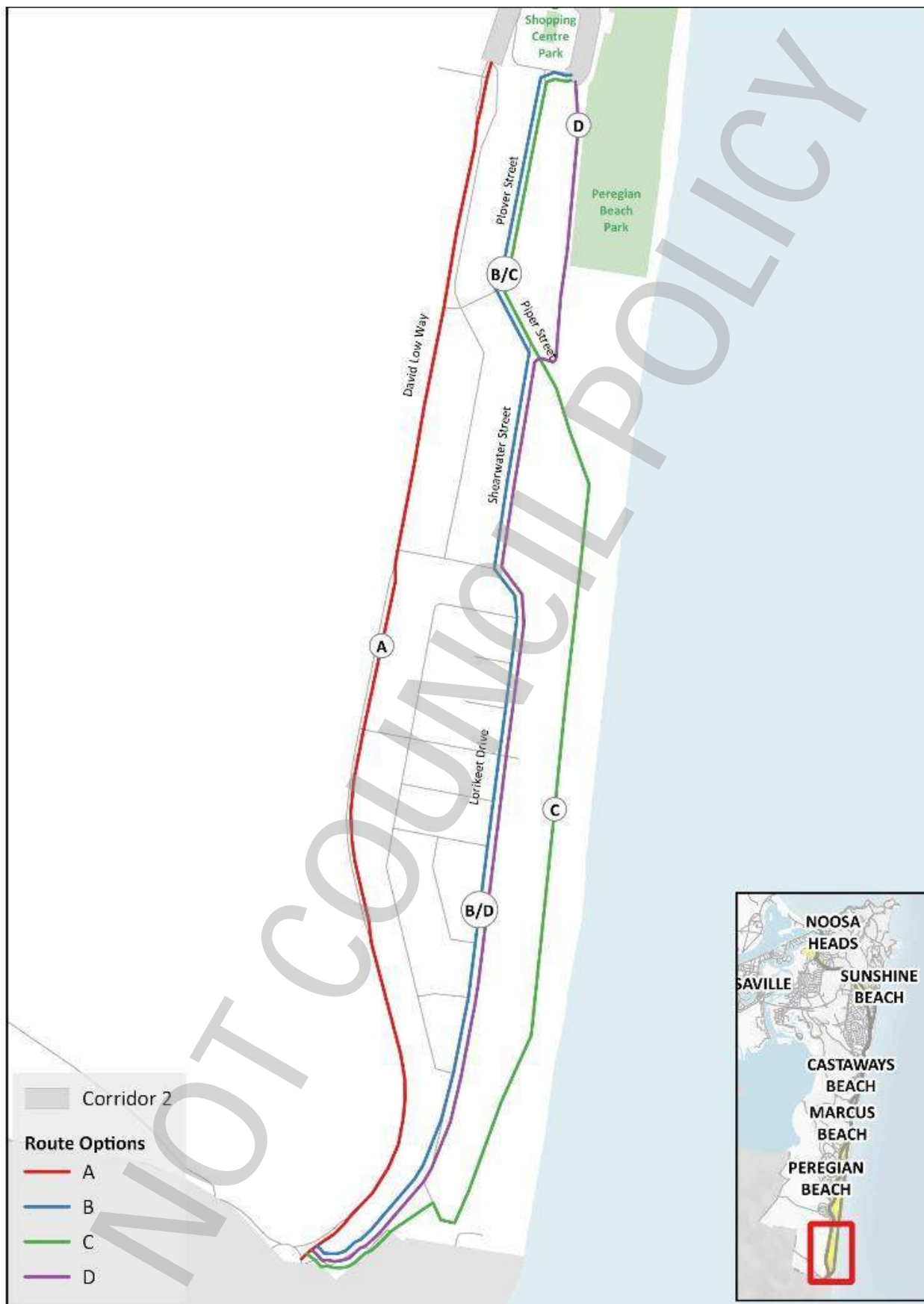


Figure 15: Route options – Segment 6: Peregian Beach South

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Table 15: Route options analysis (pros and cons) – Segment 6: Peregian Beach South

ROUTE OPTION	PROS	CONS
Route A	The alignment is direct and if delivered as an off-road facility on the western side of David Low Way, this could provide a further fire break to the residential area on the eastern side of David Low Way.	The alignment is rated as moderately easy to implement as there may be an ability to construct an off-road pathway on the western side of David Low Way, although this is within an Environmental Protection Area.
Route B	The alignment is fairly direct, well alignment to the coast and connects with 5 attractors. The alignment is rated as easy to implement on low volume, low speed local roads.	The alignment is within the Slide Hazard overlay and depending on design alignment, may transverse the Coastal Protection area.
Route C	The alignment is fairly direct, well aligned to the coast and connects with 5 attractors.	The alignment is rated as difficult to implement as it involves a new path in front of residential properties which currently have uninterrupted beachfront access and the bushland component of the alignment is within the Coastal Protection Area and Slide Hazard overlay.
Route D	The alignment is fairly direct, well alignment to the coast and connects with 5 attractors. The alignment through the coastal reserve section may provide a firebreak to the residential area.	The alignment is rated as difficult to implement. The off-road portion of the link that connect Peregian Beach shops to Piper Street runs through an Environmental Protection Area. The alignment is also within the Coastal Protection Area and a Slide Hazard overlay.

Table 16: Route options analysis (MCA) – Segment 6: Peregian Beach South

ROUTE OPTION	APPLIED WEIGHTINGS	SENSITIVITY (EQUAL WEIGHTING)
Route A	6.88	9.23
Route B	9.74	12.05
Route C	6.36	8.84
Route D	5.96	8.46

Note: Green highlight denotes the route option that received the highest total score for each missing segment. This informs but does not necessarily guarantee selection as the preferred option for the segment. The preferred options are discussed in greater detail in Section 5.1.8.

As can be seen in Table 16, Route B received the highest score across the applied weighting and sensitivity analysis. It is important to note that the findings of the MCA informed but did not necessarily guarantee that an option would be selected as the preferred option for the segment. These quantitative findings are to be considered in light of the respective pros and cons of each route option (refer to Table 15).

The findings from the qualitative (pros and cons) and quantitative (MCA) analysis were used to help determine the preferred route options for Corridor 2 (refer to Section 5.1.8).

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5.2 Design treatment selection

Section 5.2 builds on the findings from the route selection (refer to Section 5.1) and relevant stakeholder engagement activities (refer to Section 4.2) to develop and analyse design treatment options for the segments of the corridor identified as requiring further investigation. The content in this section is derived from *Working Paper 3: Design Options Analysis* which was prepared as a summary of activities undertaken in Stage 4 of the project.

5.2.1 Design options analysis criteria

The design treatment options were analysed qualitatively through consideration of the pros and cons of each design option and quantitatively through the application of a purpose-built MCA.

The criteria adopted in the MCA to inform corridor design treatment selection are further detailed in Table 18.

Table 18: Design treatment options analysis – MCA criteria

CRITERIA	DESCRIPTION	MEASURES
Safety	Level of Traffic Stress (LTS)	LTS 1, LTS 2, LTS 3, LTS 4
User legibility	Route facility type consistency	Poor, good, excellent route (corridor) consistency
	Segment facility type consistency	Poor, good, excellent segment consistency
Feasibility	Ease of delivery, including traffic, parking and environmental considerations and cost	Ability/cost to implement
Positive impact	Ability to achieve mode share shift of new and vulnerable cyclists	Low, moderate, high likelihood of new and vulnerable cyclist's mode share shift
	Benefit to pedestrians	Low, moderate, high benefit to pedestrians
Future proofing	Ability to adopt to meet growth or changing demands (e-bikes/scooters)	Poor, good, excellent future proofing/adaptability
	Noosa Design Principles (NDP) and Corridor Vision consistency	Poor, good, excellent consistency with Noosa Design Principles (NDP) and Corridor Vision

The scoring system applied to each measure in the MCA is further detailed in Working Paper 3. The weightings as derived from the PRG (refer to Section 4.2), were applied in the MCA to assess the design treatment options. The analysis also included a sensitivity analysis to determine whether the application of different criteria weightings in the MCA would change which design treatment option received the highest score for each missing segment. Instead of the weightings derived from the PRG workshop, the sensitivity analysis applied equal weightings of 15% to the analysis criteria, with the exception of the Feasibility criterion which received a 40% weighting.

A summary of the findings from the qualitative and quantitative analysis is provided by segment in the respective section below. Additional information on the analysis is provided in Working Paper 3.

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5.2.7 Design treatment options development and analysis – Segment 6: Peregrin Beach South

The design treatment options considered for the Peregrin Beach South missing segment are illustrated and described in Figure 22.



Design Option A: Cycle street

Cycle street along Grebe Street, Plover Street, Piper Street, Shearwater Street and Lorikeet Drive.

Design Option B: Advisory Bicycle Lanes

Advisory Bicycle Lanes along Grebe Street, Plover Street, Piper Street, Shearwater Street and Lorikeet Drive.



Design Option C: Shared path

Shared path along Grebe Street, Plover Street, Piper Street, Shearwater Street and Lorikeet Drive.

Figure 22: Design treatment options – Segment 6: Peregrin Beach South

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Table 29: Design treatment options analysis (pros and cons) – Segment 6: Peregian Beach South

DESIGN OPTION	PROS	CONS
Design Option A Cycle street	Least expensive option. Provides predictable space for bicycle rider. LTS 1.	Speed limit would need to reduce to 30km/h for cycle street - the implementation of this may meet resistance. Loss of parking on one side (note – inland side of Plover Street has no standing line).
Design Option B Advisory Bicycle Lane	LTS 2.	Cycle lane unlikely to be feasible and ABL likely to require parking removal on both sides of the street. Does not provide exclusive dedicated bicycle space.
Design Option C Shared path	Provides off road facility. Also delivers benefits to pedestrians. LTS 2.	Shared path difficult to implement given limited space available in road reserve (driveway interfaces, power poles, vegetation) and encroachment into the Coastal Protection Area. Multiple driveway crossings.

Table 30: Design treatment options analysis (MCA) – Segment 5: Peregian Beach South

DESIGN OPTION	APPLIED WEIGHTING	SENSITIVITY (REVISED WEIGHTING)
Design Option A	8.02	8.88
Design Option B	6.14	7.15
Design Option C	6.16	7.03

Note: Green highlight denotes the route option that received the highest total score for each missing segment. This informs but does not necessarily guarantee selection as the preferred option for the segment. The preferred options are discussed in greater detail in Section 5.2.9.

As can be seen in Table 30, Design Option A (cycle street) received the highest score across the applied weighting and sensitivity analysis. It is important to note that the findings of the MCA informed but did not necessarily guarantee that an option would be selected as the preferred option for the segment. These quantitative findings are to be considered in light of the respective pros and cons of each design option (refer to Table 29).

5.2.8 Other corridor locations

In addition to the six key missing segments presented above, four other segments along the corridor have also been considered in order to identify appropriate design treatment options. These locations are:

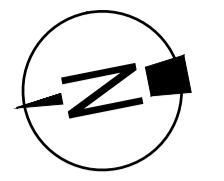
- Noosa Heads
- Ross Crescent
- Sobraon Street/Tingira Crescent
- Peregian Beach Village Square.

The locations of these other segments were informed by the scope of works issued by NSC, by the background analysis – particularly the current deficiencies and gaps (refer to Figure 4) – and by comments from the community provided at the first PRG workshop. Descriptions and design treatment options for each location are provided below as are the findings from a qualitative analysis of each option. This qualitative analysis was the primary method for reviewing and identifying a preferred option for each of the other corridor locations.

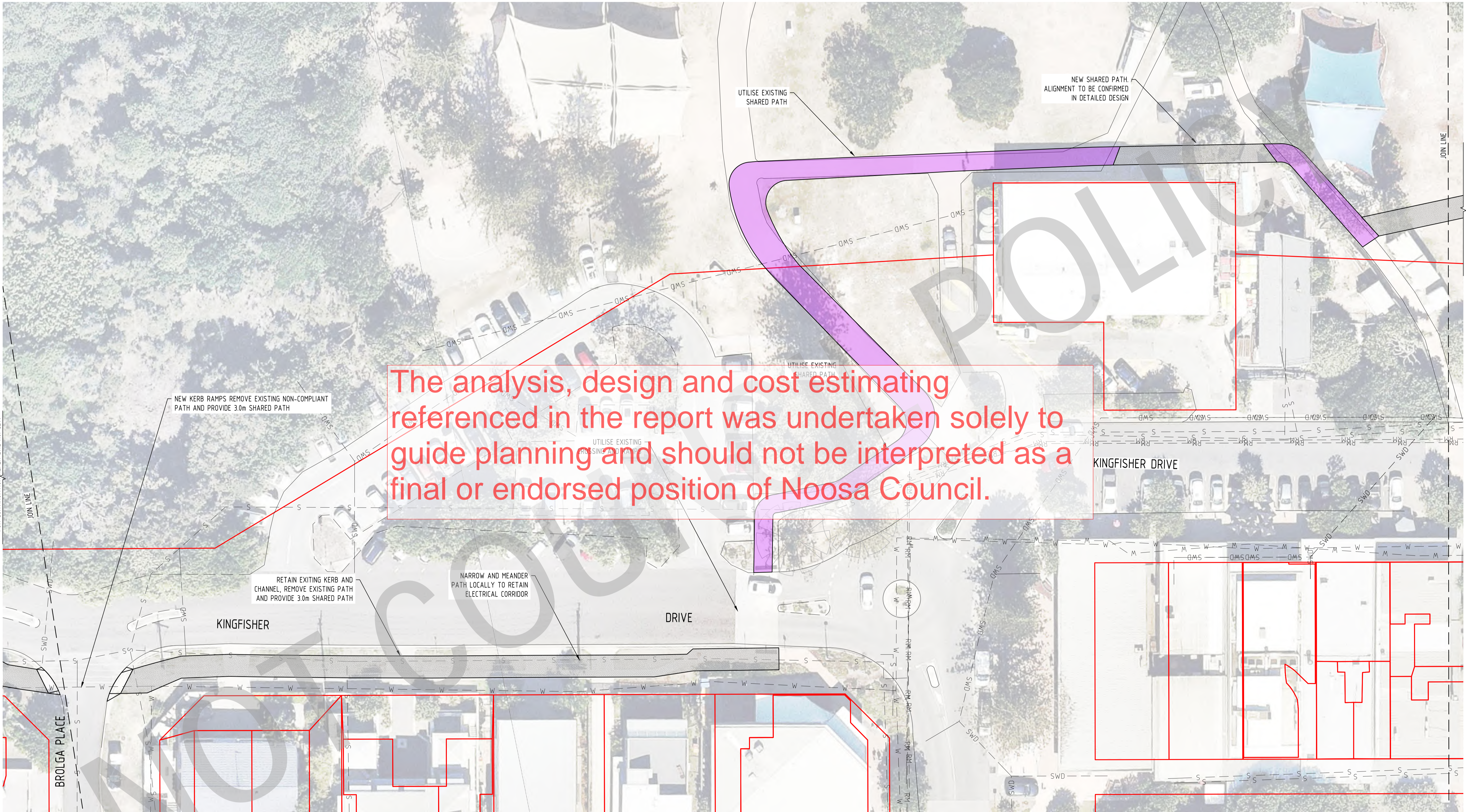
5.2.8.1 Noosa Heads

The interface between Corridor 2 and Corridor 1 (Noosa Heads to Tewantin) at the intersection of Noosa Drive and Noosa Parade was identified as a link that required further investigation. The design treatments in this section require careful consideration as this is a strategic connection between north-south and east-west cycle movements and as it is an area that experiences significant pedestrian, cycle and vehicle demands. This is heightened by the proximity to the Noosa

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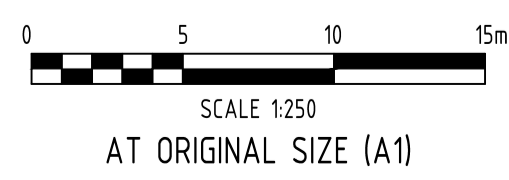


LEGEND

	PROPERTY BOUNDARY		PROPOSED KERB AND CHANNEL		PROPOSED CYCLE STREET - 5.5m WIDE
	EXISTING SEWER (RECORDS)		PROPOSED NO STOPPING LINE		PROPOSED CYCLE STREET - 7.5m WIDE
	EXISTING WATER (RECORDS)		PROPOSED LANE LINE		PROPOSED CYCLE STREET - 9.5m WIDE
	EXISTING STORMWATER DRAINAGE		PROPOSED CONTINUOUS LANE LINE		EXISTING SHARED PATH
			PROPOSED SHARED PATH		

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RV	DATE	REVISIONS	REC.	APPR.
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C	28.08.20	ISSUED FOR CONCEPT DESIGN	SW	KG
B	03.08.20	ISSUED FOR CONCEPT DESIGN	AGC	KG
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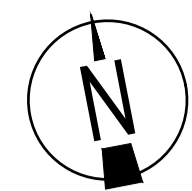
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CORRIDOR 2 - GENERAL ARRANGEMENT
SEGMENT 5 - SHEET 11 OF 12

Capital Project Number	XX
Sheet No. - Revision No.	C280 E

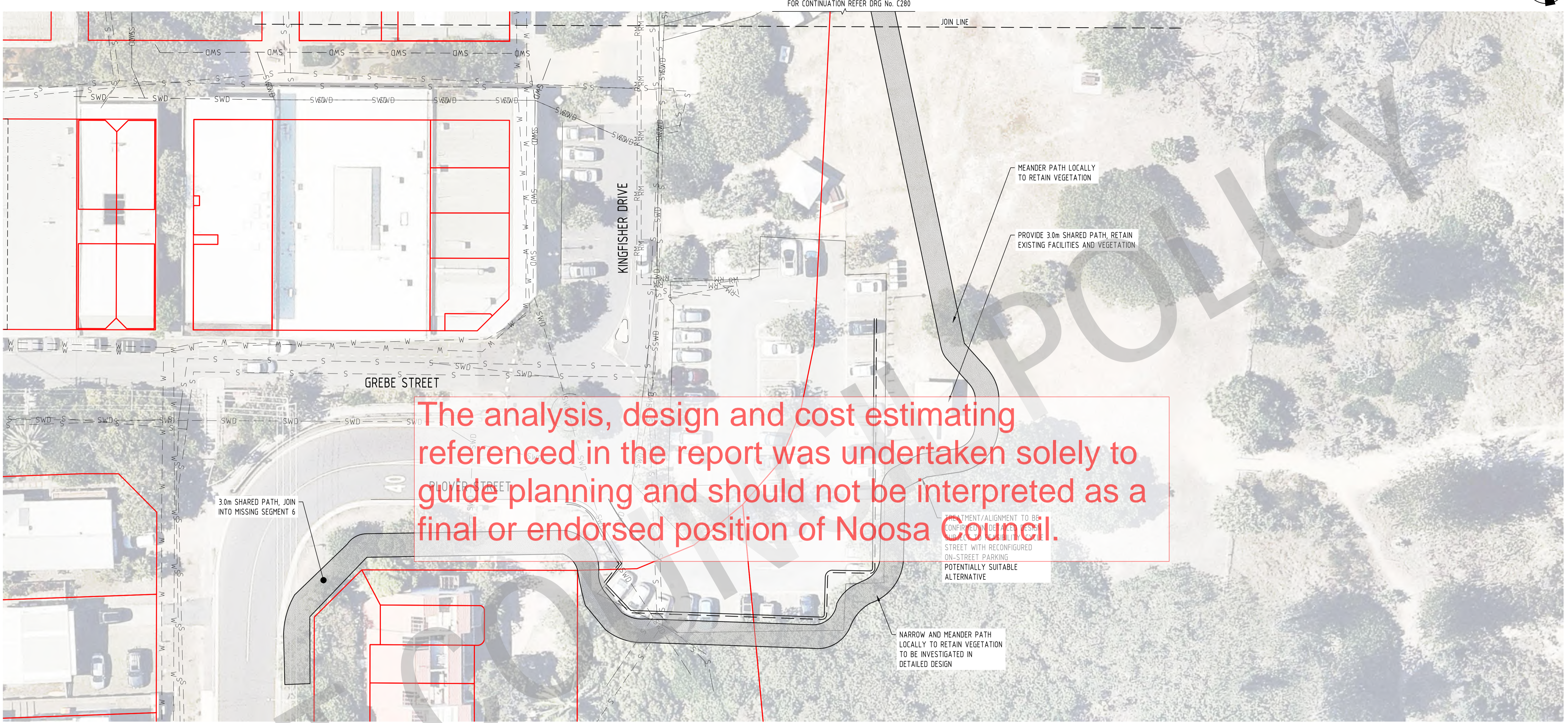
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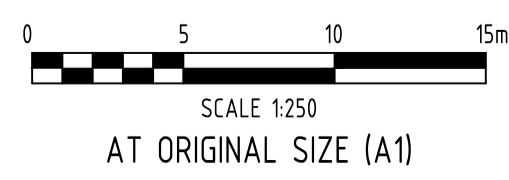


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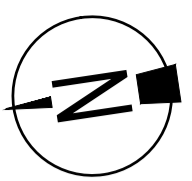
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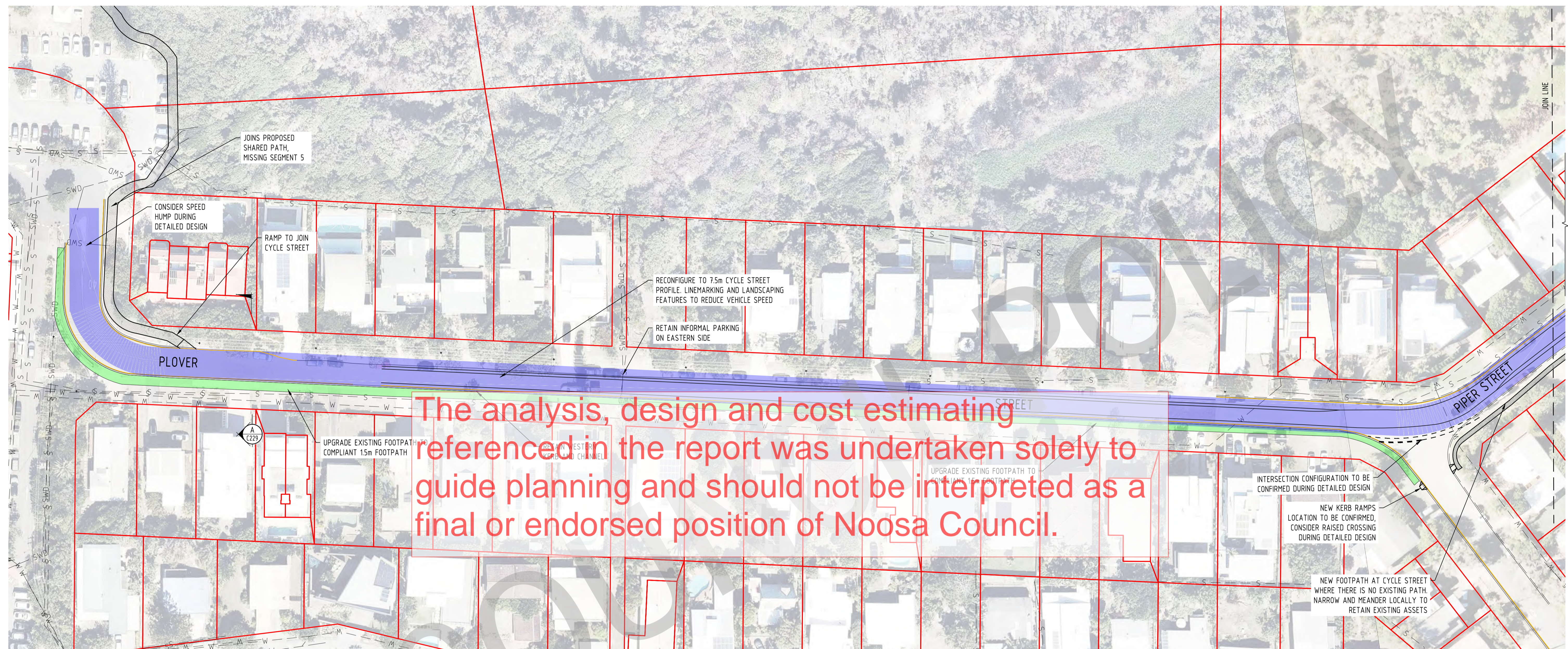


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CORRIDOR 2 - GENERAL ARRANGEMENT
SEGMENT 5 - SHEET 12 OF 12

Capital Project Number	XX
Sheet No. - Revision No.	C281 E



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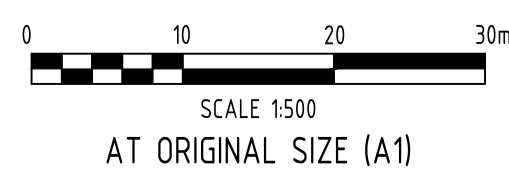
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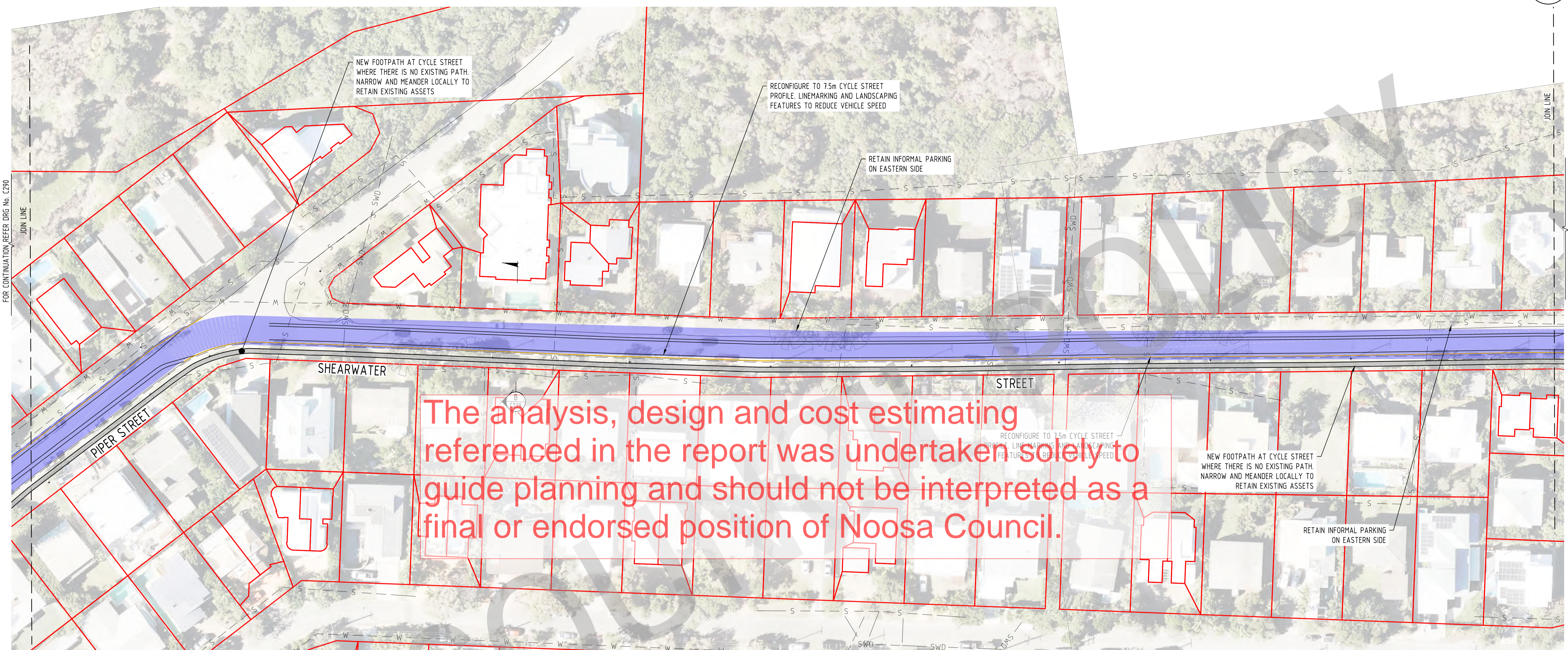
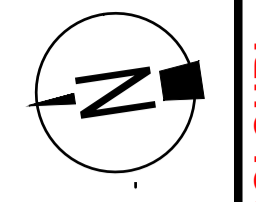
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CORRIDOR 2 - GENERAL ARRANGEMENT
SEGMENT 6 - SHEET 1 OF 6

Capital Project Number	XX
Sheet No. - Revision No.	C290 E

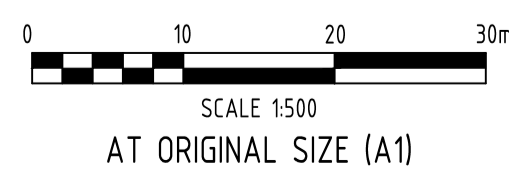


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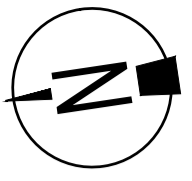
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CORRIDOR 2 - GENERAL ARRANGEMENT
SEGMENT 6 - SHEET 2 OF 6

Capital Project Number	XX
Sheet No. - Revision No.	C291 E

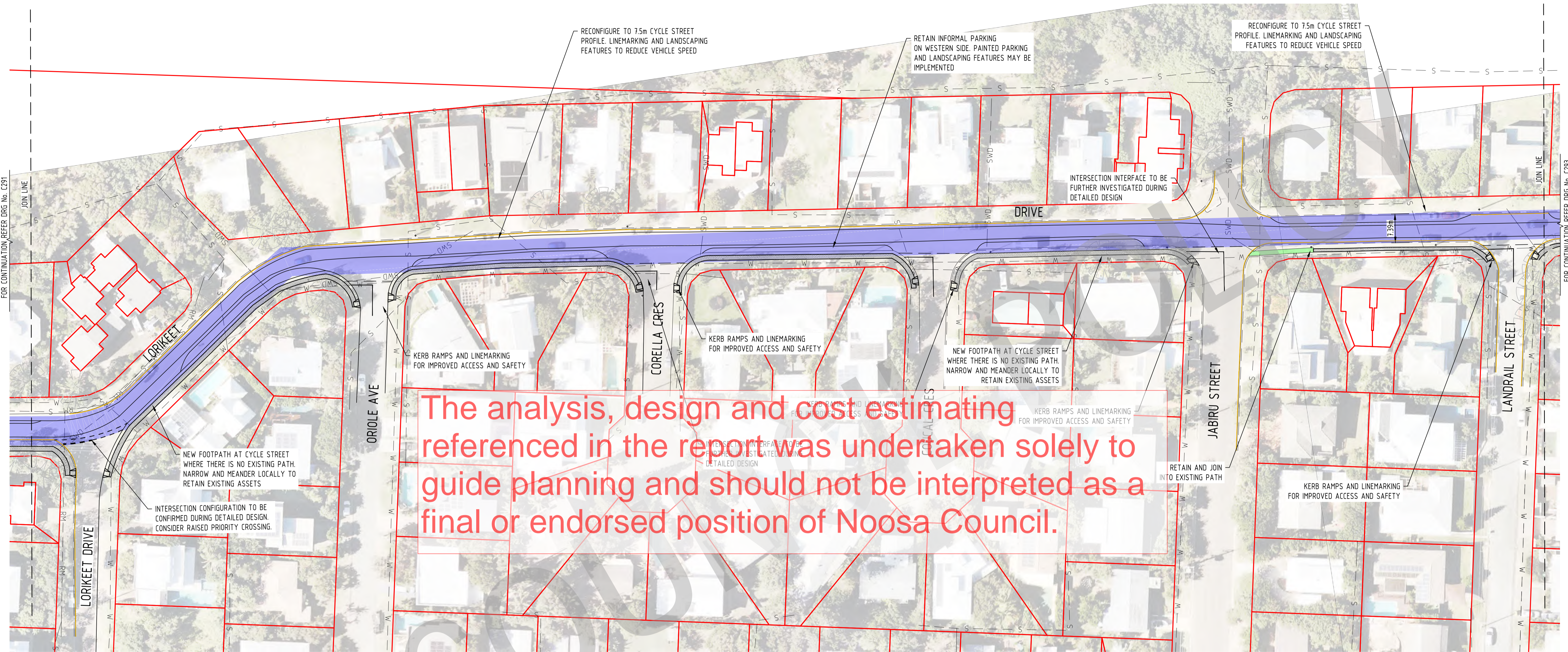
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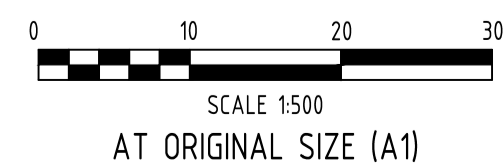
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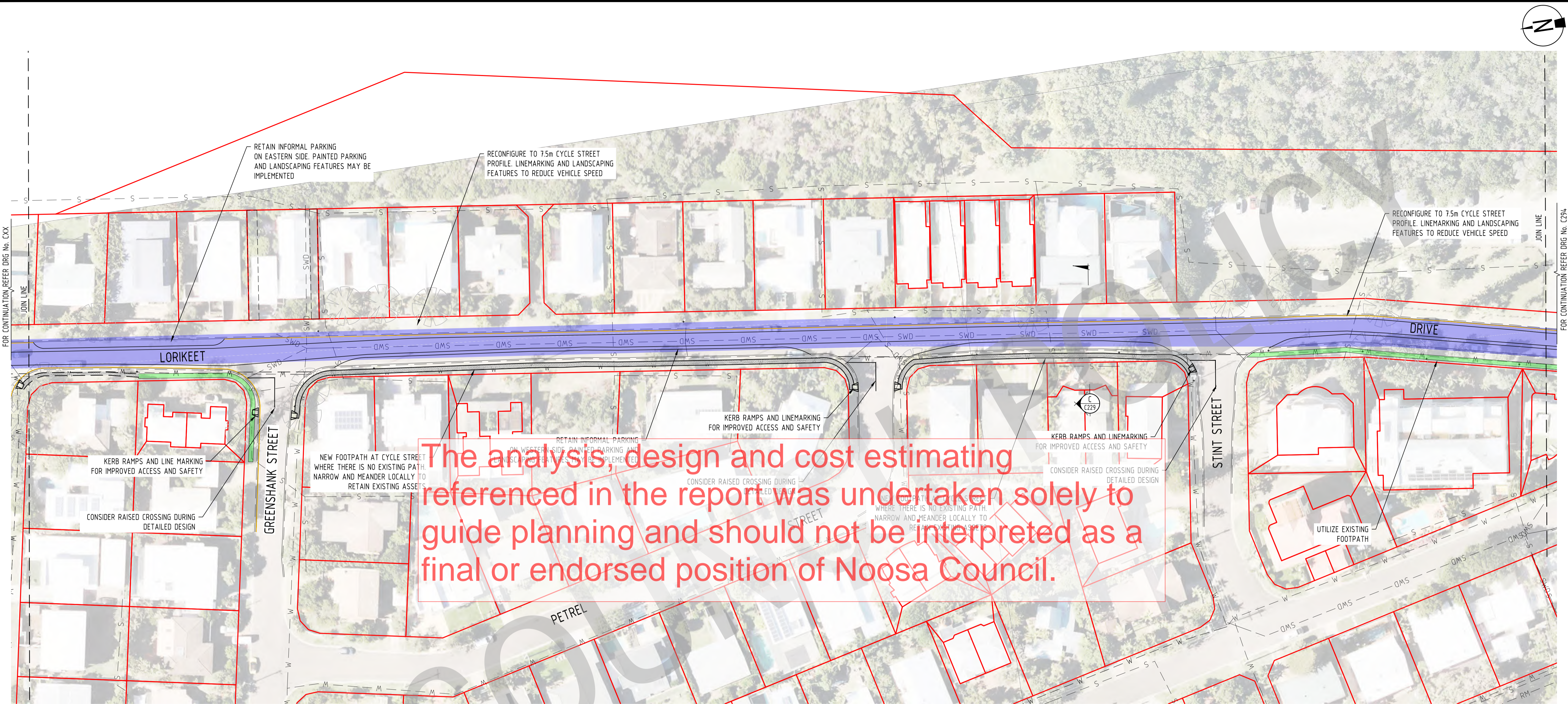
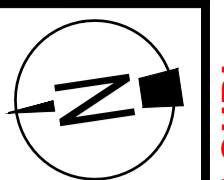
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CORRIDOR 2 - GENERAL ARRANGEMENT
SEGMENT 6 - SHEET 3 OF 6

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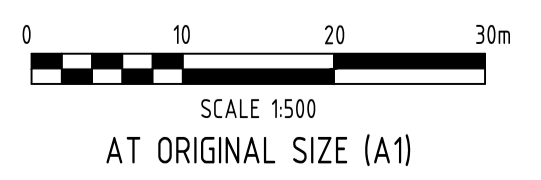


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	PROPOSED CYCLE STREET - 9.5m WIDE
	EXISTING SHARED PATH
	EXISTING NON-COMPLIANT PATH/FOOTPATH

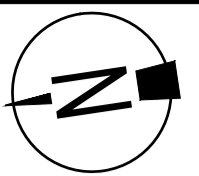
A1	E	10.02.21	ISSUED FOR CONCEPT DESIGN	AJR	KG	
	D	01.10.20	ISSUED FOR CONCEPT DESIGN	AJR	KG	
	C	28.08.20	ISSUED FOR CONCEPT DESIGN	SW	KG	
	B	03.08.20	ISSUED FOR CONCEPT DESIGN	AGC	KG	
	A	21.07.20	ISSUED FOR CONCEPT DESIGN	AGC	KG	
Rv	DATE	REVISIONS		REC.	APPR.	



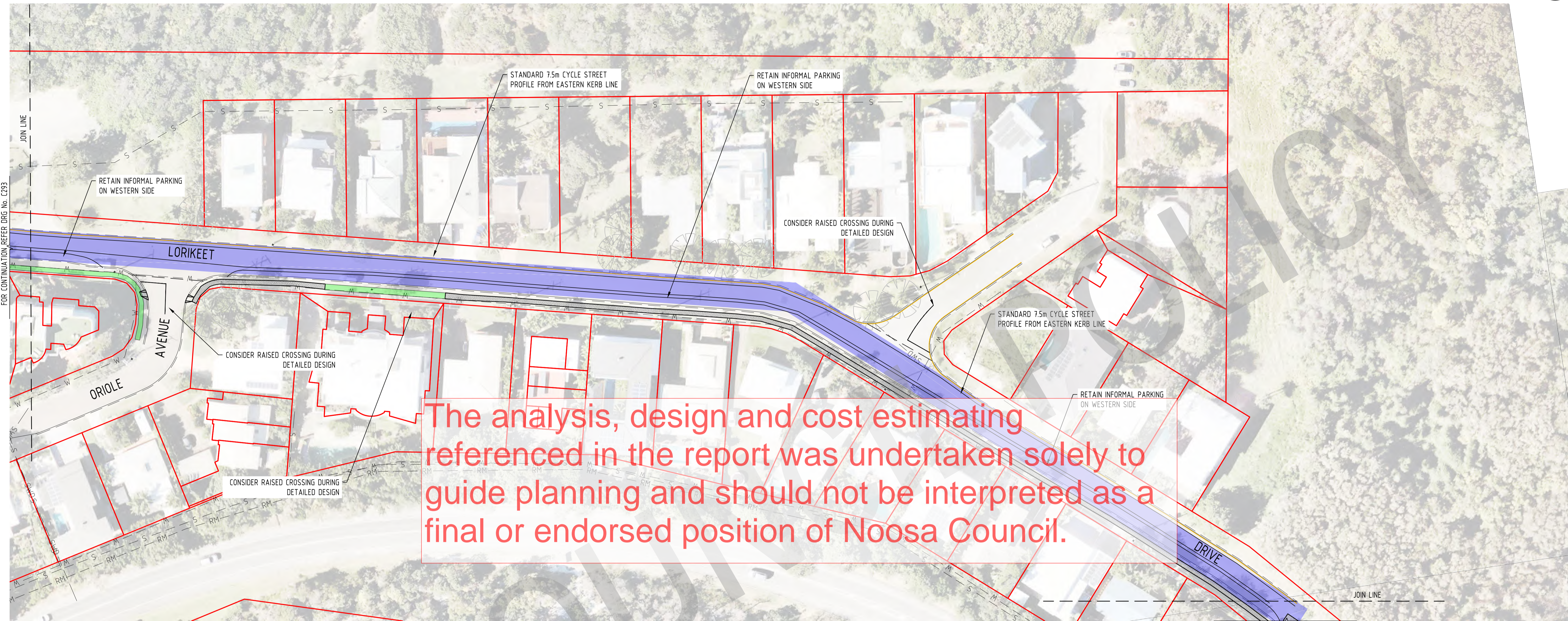
NOOSA HIGH PRIORITY CYCLING ROUTE CORRIDOR STUDY AND CONCEPT DESIGN
CORRIDOR 2 - GENERAL ARRANGEMENT
SEGMENT 6 - SHEET 4 OF 6

Capital Project Number	XX
Sheet No. - Revision No.	C293 E

ALL DRAWINGS TO BE PRINTED IN COLOUR!



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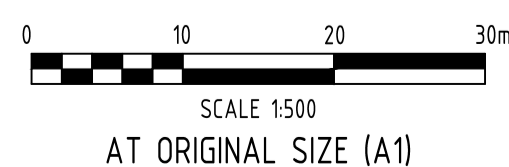
The analysis, design and cost estimating referenced in the report was undertaken solely to guide planning and should not be interpreted as a final or endorsed position of Noosa Council.

LEGEND

- PROPERTY BOUNDARY
- - - S EXISTING SEWER (RECORDS)
- - - W EXISTING WATER (RECORDS)
- - - SWD EXISTING STORMWATER DRAINAGE
- PROPOSED KERB AND CHANNEL
- PROPOSED NO STOPPING LINE
- PROPOSED LANE LINE
- PROPOSED CONTINUOUS LANE LINE
- PROPOSED SHARED PATH / FOOTPATH
- PROPOSED CYCLE STREET - 5.5m WIDE
- PROPOSED CYCLE STREET - 7.5m WIDE
- PROPOSED CYCLE STREET - 9.5m WIDE
- EXISTING SHARED PATH
- EXISTING NON-COMPLIANT PATH/FOOTPATH

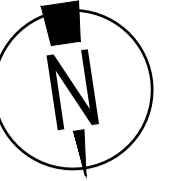
A1

E	10.02.21	ISSUED FOR CONCEPT DESIGN	AJR	KG
D	01.10.20	ISSUED FOR CONCEPT DESIGN	AJR	KG
C	28.08.20	ISSUED FOR CONCEPT DESIGN	SW	KG
B	03.08.20	ISSUED FOR CONCEPT DESIGN	AGC	KG
A	21.07.20	ISSUED FOR CONCEPT DESIGN	AGC	KG
Rv	DATE	REVISIONS	REC.	APPR.

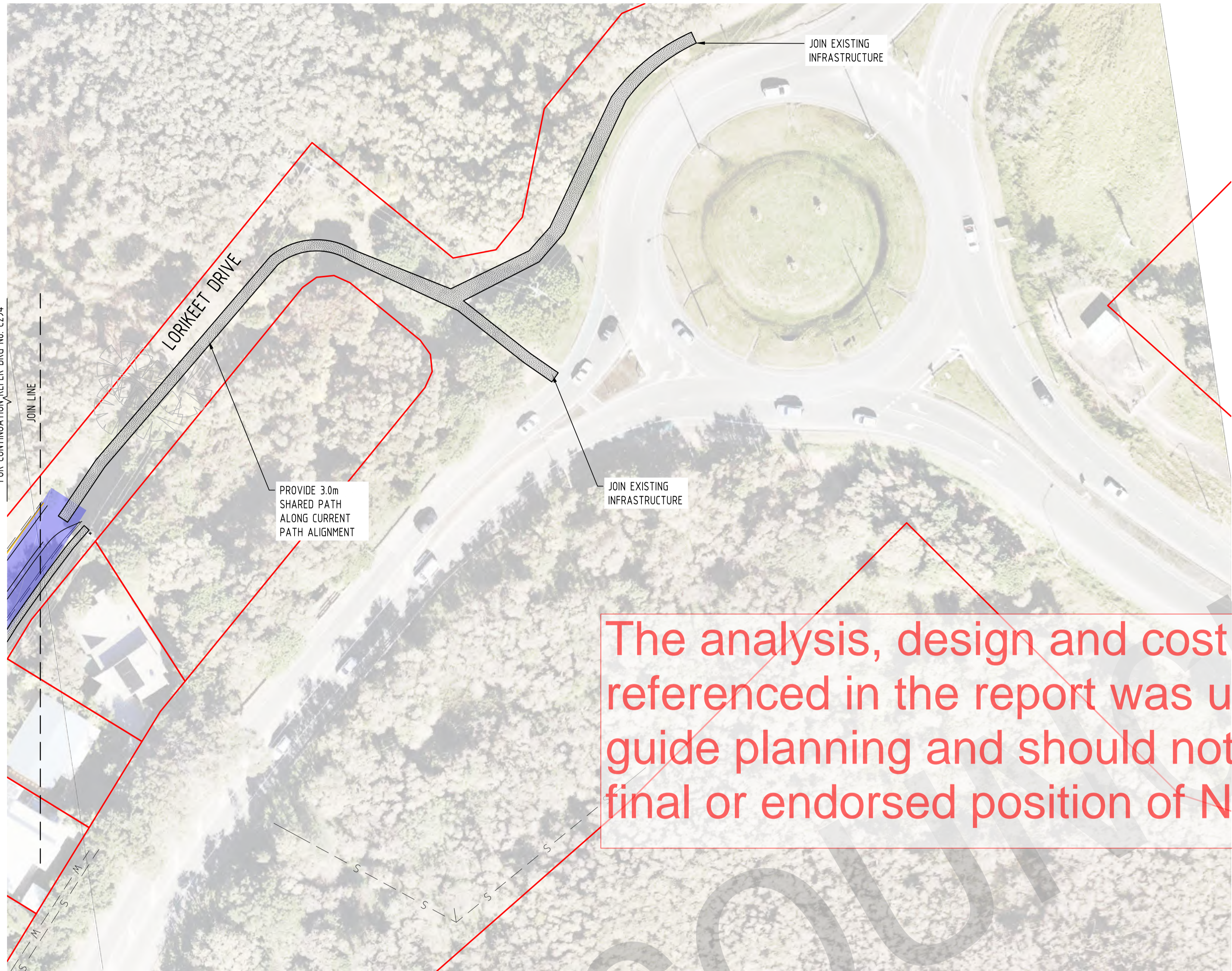


NOOSA HIGH PRIORITY CYCLING ROUTE CORRIDOR STUDY AND CONCEPT DESIGN
CORRIDOR 2 - GENERAL ARRANGEMENT
SEGMENT 6 - SHEET 5 OF 6

Capital Project Number	XX
Sheet No. - Revision No.	C294 E



FOR CONTINUATION, REFER DRG No. C294

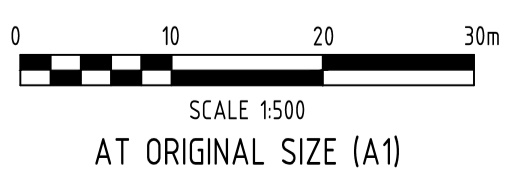


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LEGEND

- PROPERTY BOUNDARY
- EXISTING SEWER (RECORDS)
- EXISTING WATER (RECORDS)
- EXISTING STORMWATER DRAINAGE
- PROPOSED KERB AND CHANNEL
- PROPOSED NO STOPPING LINE
- PROPOSED LANE LINE
- PROPOSED CONTINUOUS LANE LINE
- PROPOSED SHARED PATH
- PROPOSED CYCLE STREET - 5.5m WIDE
- PROPOSED CYCLE STREET - 7.5m WIDE
- PROPOSED CYCLE STREET - 9.5m WIDE
- EXISTING SHARED PATH
- EXISTING NON-COMPLIANT PATH/FOOTPATH

A1	E	10.02.21	ISSUED FOR CONCEPT DESIGN	AJR	KG		
	D	01.10.20	ISSUED FOR CONCEPT DESIGN	AJR	KG		
	C	28.08.20	ISSUED FOR CONCEPT DESIGN	SW	KG		
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Rv	DATE	REVISIONS		REC.	APPR.		



**NOOSA HIGH PRIORITY CYCLING ROUTE
CORRIDOR STUDY AND CONCEPT DESIGN
CORRIDOR 2 - GENERAL ARRANGEMENT
SEGMENT 6 - SHEET 6 OF 6**

Capital Project Number	XX
Sheet No. - Revision No.	C295 E

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