

## Castaways Beach Safety Improvements Community and stakeholder feedback and response

Duration of engagement: 25 January 2018 – 16 February 2018

Information distributed via: Letterbox drop to residents  
Your Say Noosa  
Media release to local media outlets.

Feedback and submissions: 11 responses received (Customer Requests to Council)  
10 responses received (Your Say Noosa)

Feedback and issues raised	Response
<b>Safety</b>	
Support for project including improved safety for pedestrians crossing the road and cycle provisions.	Noted.
Concerns about current speed limit on David Low Way.	The concerns about the current speed limit between Wavecrest Drive and the bridge over Burgess Creek has been noted and will be reviewed as part of the detailed design, and an overall speed limit review of this section of David Low Way.
Would a new pedestrian overpass or underpass be considered?	It is not economically feasible to construct a pedestrian overpass or underpass across David Low Way for the relatively low number of pedestrians using this facility. The relocation of the bus stops, provision of pedestrian refuges, and separation of the traffic on David Low Way from the eastern (beach side) car parking area is a cost-effective solution.
Would a raised pedestrian crossing like Peregian Beach or Noosa Junction be considered?	Pedestrian crossings have been provided in the localities of Noosa Junction and Peregian Beach, where there are large numbers of pedestrians crossing the road. Traffic surveys were undertaken at this location, with a peak number of 160 pedestrians crossing the road in a 24-hour period. The provision of pedestrian refuges is a balance between improving safety for all road users whilst maintaining traffic flows on David Low Way.



Feedback and issues raised	Response
<b>Car park</b>	
<p>How do vehicles travelling northbound access the eastern (beach side) car park?</p>	<p>Traffic surveys were undertaken at this location which identified that the northbound, right turn movement across David Low Way into the beach side car park, is the minority traffic movement. With the western bus stop being relocated north, formalised car parking has been designed on the western side. This layout does not provide a formal access for northbound traffic turning right into the beach side car park.</p> <p>The current design is a balance between improving safety for all road users, being cost effective, and maintaining traffic flows on David Low Way. The safety improvements are for the most vulnerable traffic users (pedestrians and cyclists) and the provision of a right turn lane will impede the safe sight distance for pedestrians using the refuge islands. The refuge islands are located within the 'desire line'. Moving the islands away from these points will result in pedestrians attempting to cross two lanes of traffic in one movement, increasing their risk to being struck by traffic.</p>
<p>How do vehicles leave the eastern (beach side) car park and head north towards Noosa? Are vehicles expected to do a u-turn at Wavecrest Drive?</p>	<p>The current design allows for vehicles to turn right out of the car park onto David Low Way, when heading north towards Noosa. The intent is to keep the through traffic on David Low Way and not promote Wavecrest Drive as an alternative route north.</p>
<p>Vehicles that park on the David Low Way can impede sight distance for pedestrians trying to cross the road from the stairs to the Castaways estate.</p>	<p>Noted.</p>
<p>The eastern (beach side) car park should be rear-in parking as a lot of people walk their dogs at this beach. It'd be safer for dogs to jump out towards the beach, rather than towards the road.</p>	<p>Noted.</p>
Feedback and issues raised	Response
<b>Lighting</b>	
<p>This beach is known for turtle breeding. The lighting should not face the beach so it doesn't affect the turtle's breeding habitats.</p>	<p>The introduction of the pedestrian refuge islands requires them to be adequately illuminated for visibility by road users. The lighting design will be reviewed to find a balance between:</p> <ol style="list-style-type: none"> <li>1. Directing the light away from the beach;</li> <li>2. Minimising impact to adjacent properties; and</li> <li>3. Illuminating the pedestrian refuge islands.</li> </ol>

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<b>Bus stops</b>	
The bus stops in their current location are central to the area and close to the public toilets. Why do they need to be relocated?	This project is to improve the overall safety aspects of this section of David Low Way. By relocating the bus stops out of this general area, a set of conflicting movements has been eliminated which improves the overall safety of the car park.
Where are the bus stops being relocated to?	<p>The northbound bus stop is being relocated to the Driftwood Drive and David Low Way intersection in 2018. A southbound bus stop will be constructed opposite this location, with safe access across David Low Way provided by the existing pedestrian underpass.</p> <p>The southbound bus stop is being relocated to the Wavecrest Drive and David Low Way intersection. Safe access across David Low Way is provided by the existing pedestrian underpass.</p>