



# WOORABINDA

## Walking Network Plan



WOORABINDA ABORIGINAL SHIRE COUNCIL

WALKING NETWORK PLAN REPORT

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#### AMENDMENT RECORD

VERSION	DATE	DESCRIPTION	PREPARED BY	REVIEWER	DISTRIBUTED TO
1.0	20/09/2024	Draft Walking Network Plan report	XD	JZ/SE	JS
2.0	23/07/2025	Final Walking Network Plan report – endorsed by WASC	XD	JZ/SE	JS/TN

## Acknowledgment of Country

We would like to acknowledge and pay our respects to Elders past and present, to those who have passed before us, and to the members of the Aboriginal and Torres Strait Islander community. We want to acknowledge the Wadja Wadja and Yungulu Peoples, the traditional custodians of country in the Woorabinda region, and recognise that sovereignty was never ceded.

**DISCLAIMER:** This report has been prepared in accordance with the scope of services described in the contract or agreements between Zwart Transport Planning (ZTP) and the Client. The report relies upon information and data provided by the Client and additional investigations identified in the report. As time passes and the site changes, a re-evaluation of the findings, observations and conclusions expressed in this report may be required. Zwart Transport Planning does not accept any liability or responsibility whatsoever for, or in respect of, any use of or reliance upon this report by any third party.

## Executive Summary

Commissioned by Woorabinda Aboriginal Shire Council (WASC), Zwart Transport Planning (ZTP) has undertaken the Walking Network Planning (WNP) process and developed a Walking Network Action Plan (WNAP) for Woorabinda. WASC secured funding to undertake the WNP through the Queensland Department of Transport and Main Roads' (TMR) Walking Local Government Grants as way of achieving the Queensland Walking Strategy 2019-2029 vision of "making walking an easy choice for everyone every day".

The WNAP recommends actions to achieve improved walking environments on the key links identified in the WNP, with actions identified to achieve the agreed vision for walking in Woorabinda. The WNP and WNAP have been developed in consultation with community and internal Council stakeholders to identify barriers, opportunities, and priorities for walking in the township. Overall, the actions aim to improve walking environments to key destinations within the township for people of all ages and abilities. The priority actions aim to achieve a step change towards this vision and achieve improvements for people who walk (or want to walk) in Woorabinda.

The key outcomes of the WNP process are:

- Agreed WNP vision for walking in Woorabinda (provided below)
- Agreed Woorabinda Walking Network Plan that has been developed with community and internal and external stakeholders, to be endorsed by WASC (see Figure A).
- WNAP with strategic costs and priorities (see Figure B). These actions can be used to inform and guide Council planning and integration with other projects.

The WNAP recommends 25 projects to improve walking environments to and around key destinations within the study area, of which 12 are identified in the short term to be delivered in the next 5 years. It is acknowledged that Council have constrained budgets and may not be able to complete all the works in a timely manner. As such, it's recommended to use the timings as a guide to determine the order of implementation of projects. The WNAP provides a 'shopping list' of works which should be incorporated into Council's existing works programs and other projects where possible. Grants and other funding sources may also be available to implement works, with priority recommended to the earlier staged projects.

Recommendations to enable Council to implement the planning undertaken as part of this project are:

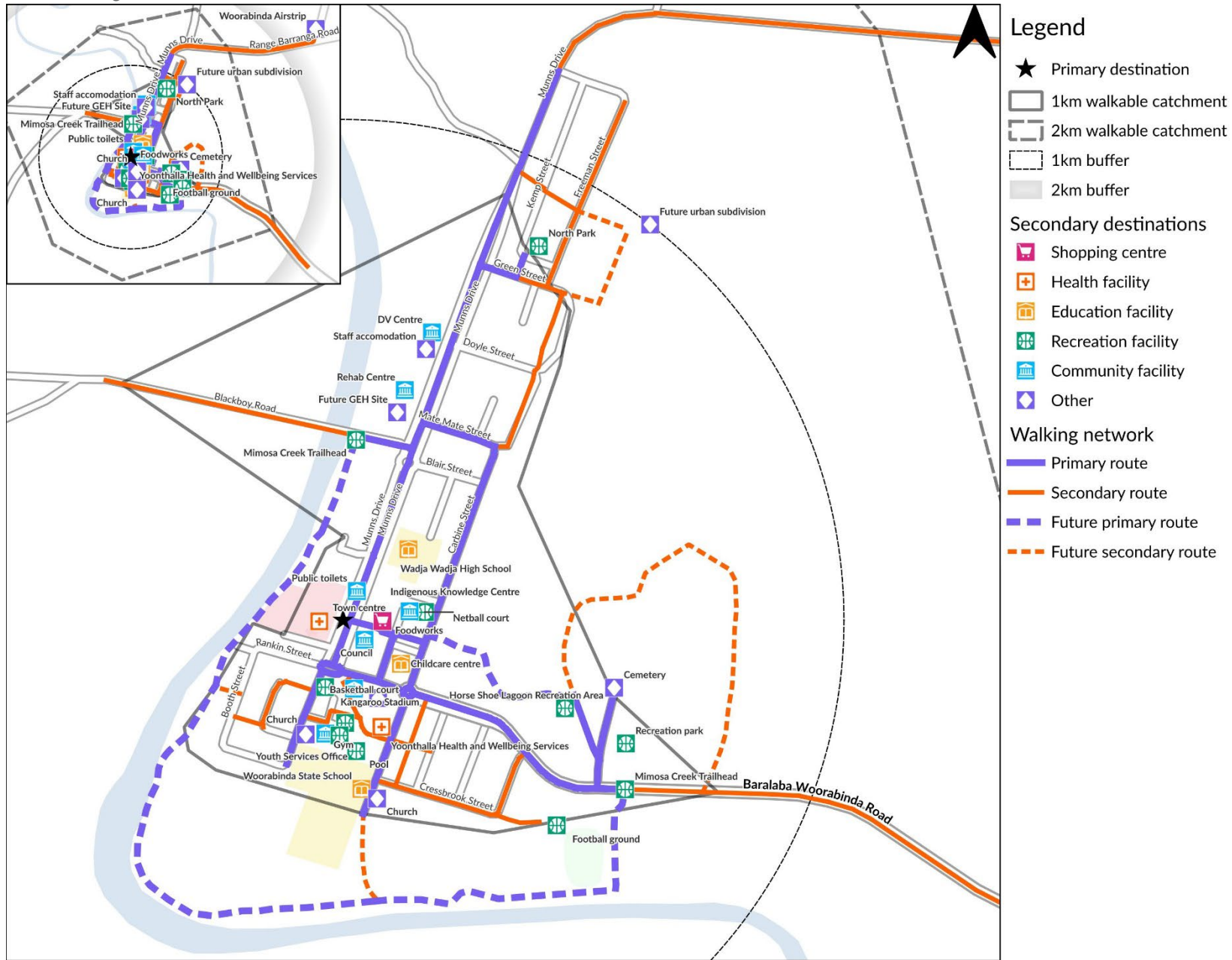
- Seek formal endorsement of the Woorabinda WNP and WNAP in accordance with the TMR Guidance.
- Review and incorporate the WNAP into planning and where relevant into capital and operational works programs. This could also include discussing opportunities to deliver projects as part of a one network approach with TMR.
- Monitor funding opportunities and apply for grant funding.
- Develop a monitoring program to measure the outcomes of the works implemented.
- Consider opportunities to promote the WNP in the community.
- Integrate the plan and program into strategic documents that support the delivery of the desired walking environments.

### Walking Network Plan vision for Woorabinda

Woorabinda has a colourful and vibrant walking network which embraces the surrounding bushland and waterways. Walking is safe and easy for children and older people, with shade, rest areas and gathering points allowing community to socialise and connect. Walking routes link destinations within the township and beyond, allowing residents to live active and healthy lifestyles.



Figure A: Final Walking Network Plan



**Legend**

- ★ Primary destination
- ▭ 1km walkable catchment
- ▭ 2km walkable catchment
- ⋯ 1km buffer
- ▭ 2km buffer
- Secondary destinations**
- 🛒 Shopping centre
- 🏥 Health facility
- 🎓 Education facility
- 🌳 Recreation facility
- 🏢 Community facility
- 📍 Other
- Walking network**
- Primary route
- Secondary route
- - - Future primary route
- - - Future secondary route

## Woorabinda actions program summary

**25**  
projects

**12**  
(short-term projects)



Footpath and shared paths  
provision and improvements

**13.1km**



Crossing provision  
and improvements

**7**



Investigations

**2**



Supporting  
facilities

**4**



## 1.0 Introduction

Zwart Transport Planning (ZTP) has been commissioned by Woorabinda Aboriginal Shire Council (WASC) to develop a Walking Network Plan (WNP) and Walking Network Action Plan (WNAP) for Woorabinda in accordance with the Queensland Department of Transport and Main Roads (TMR) Walking Network Planning Guidance. The scope of the project includes the entire township of Woorabinda, which is contained within a 2km radius from the Woorabinda Town Centre.

The Walking Network Action Plan (WNAP) identifies a pipeline of projects for WASC to implement to improve the walking environment in Woorabinda, ensuring walking routes are accessible, safe, comfortable, attractive and direct.

The Queensland Walking Strategy 2019-2029 (Department of Transport and Main Roads, 2019) defines 'walking' as including jogging, running, and moving with the help of a mobility device (such as a wheelchair, mobility cane or a walking frame).

### 1.1 BACKGROUND

The Woorabinda WNP project is part-funded by TMR as part of the Walking Local Government Grants program.

The Woorabinda WNP is centred on the primary destination of the Woorabinda town centre on Munns Drive, between the Woorabinda Multipurpose Health Service and Foodworks Supermarket, with a 2km radius from this point. This encompasses the entire township, including the primary school, high school and a childcare service. It includes recreational areas including the Kangaroo Stadium, swimming pool, gym, sports field, lagoon, Mimosa Creek and local parks. The study area exhibits a residential dwelling mix that features residential houses, duplexes and townhouses. The Mimosa Creek waterway forms a natural border to the north, west and south of the Woorabinda township.

Additional secondary destinations outside the 2km radius have been included where they have been identified as being potential walking destinations for Woorabinda residents and visitors, now and/or into the future. This includes the Woorabinda Airstrip to the north and Mimosa Creek future pathway trailheads to the west and south.

The study area and key destinations are shown in Figure 1.

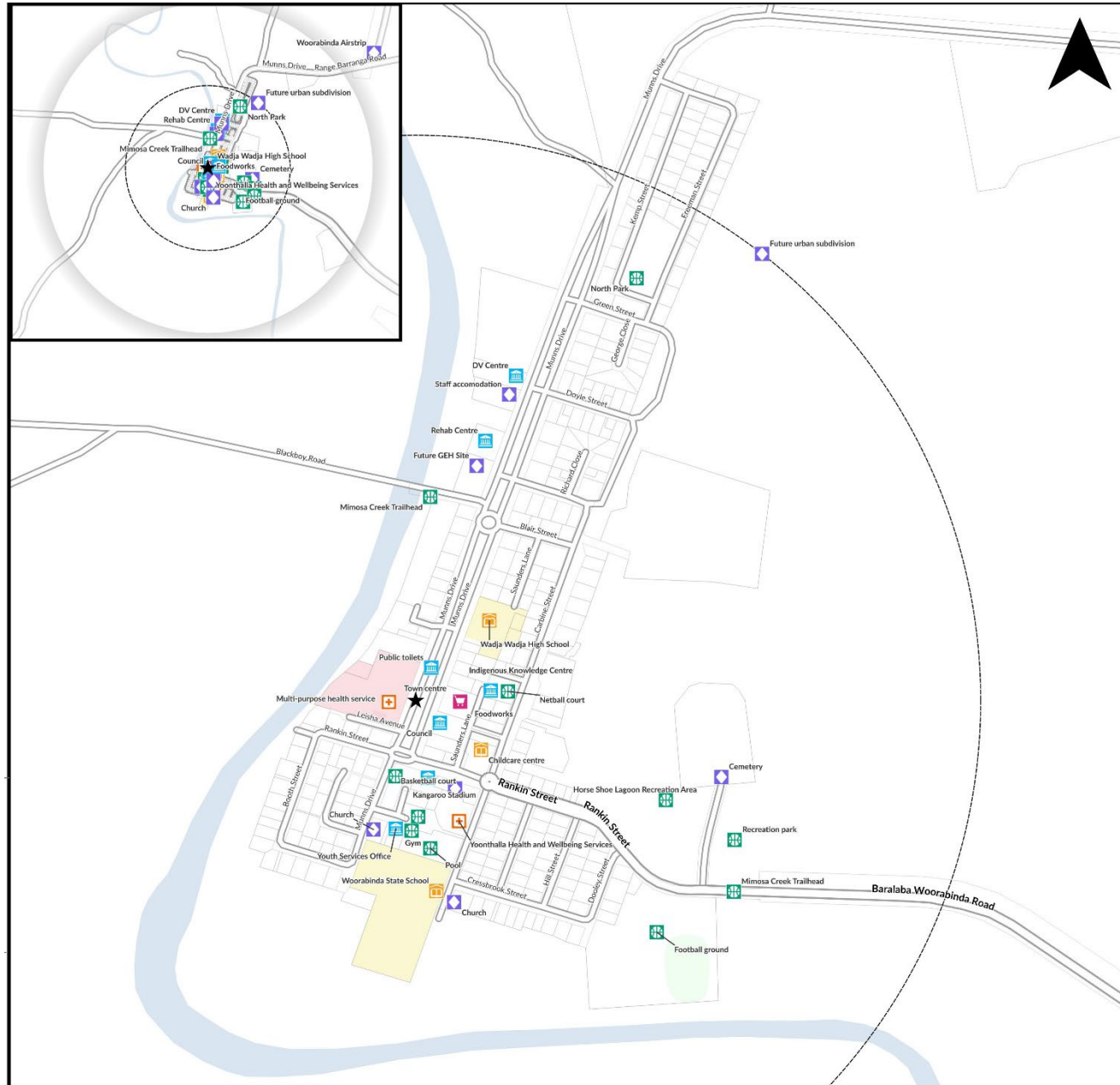


#### Why do a Walking Network Plan for Woorabinda?

Preparing and delivering a Walking Network Plan for Woorabinda can deliver the following benefits:

- ✓ Promoting health and wellbeing
- ✓ Reducing congestion and providing accessible transport options
- ✓ Reducing greenhouse gas emissions, air, noise and water pollution
- ✓ Creating opportunities for tourism experiences
- ✓ Increasing social connections and enhancing community safety
- ✓ Increasing economic growth and vitality, and saving money for individuals

Figure 1: Study area



## Legend

★ Primary destination

⋯ 1km buffer

■ 2km buffer

## Secondary destinations

🛒 Shopping centre

⊕ Health facility

🏫 Education facility

🌳 Recreation facility

🏠 Community facility

◆ Other

## Zones and land use

🌿 Parks and open space

🏫 Educational facility

🏥 Health and medical facility

## 1.2 POLICY CONTEXT

Plans and strategies from both the Queensland Government and Woorabinda Aboriginal Shire Council apply to the study area. Figure 2 shows the hierarchy of documents within the scope of the project. Appendix A provides a more detailed overview of these documents and their relevance to walking and the WNP process.

The *Woorabinda Corporate Plan 2020-2025* includes in its vision that ‘Our community will be sustainable, informed, active and safe’, with the Environment goal ‘To enhance, protect and sustain the local environment’ (Woorabinda Aboriginal Shire Council, 2020) The Corporate Plan also identifies a project to ‘Plan and deliver a walking track along Mimosa Creek’, which has been referred to in the development of the Woorabinda WNP and AP.

TMR’s *Queensland Walking Strategy* aims to encourage more people walking every day, and as a result TMR are funding Queensland local governments to develop walking network plans to plan and build safe and accessible walking environments. TMR’s Principal Cycle Network Plans also provide the opportunity to coordinate funding/delivery of walking/cycling infrastructure, and these opportunities for Woorabinda have been identified in the AP.

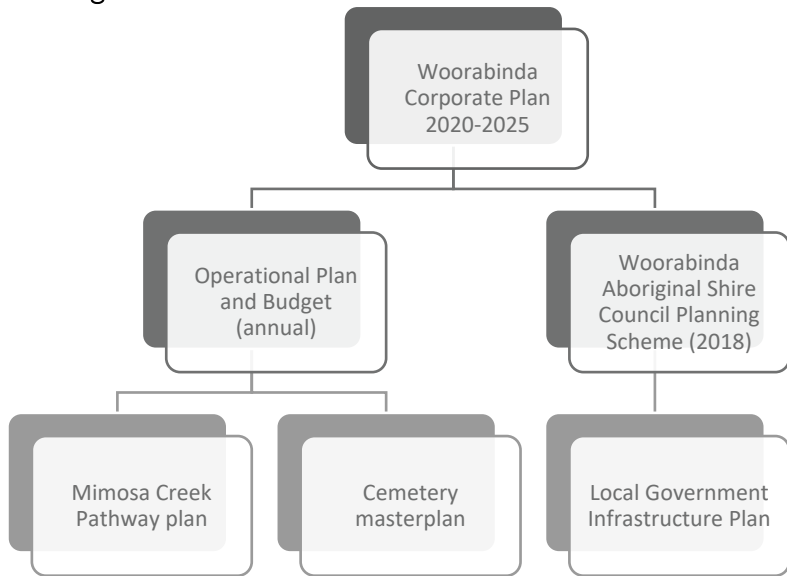


Blake is recovering from a footy injury and every morning he heads to Wadja Wadja High School from the north. Smooth and wide paths are super important for him to have an easier and more enjoyable journey and to allow him to safely get to school without needing to go on the road.

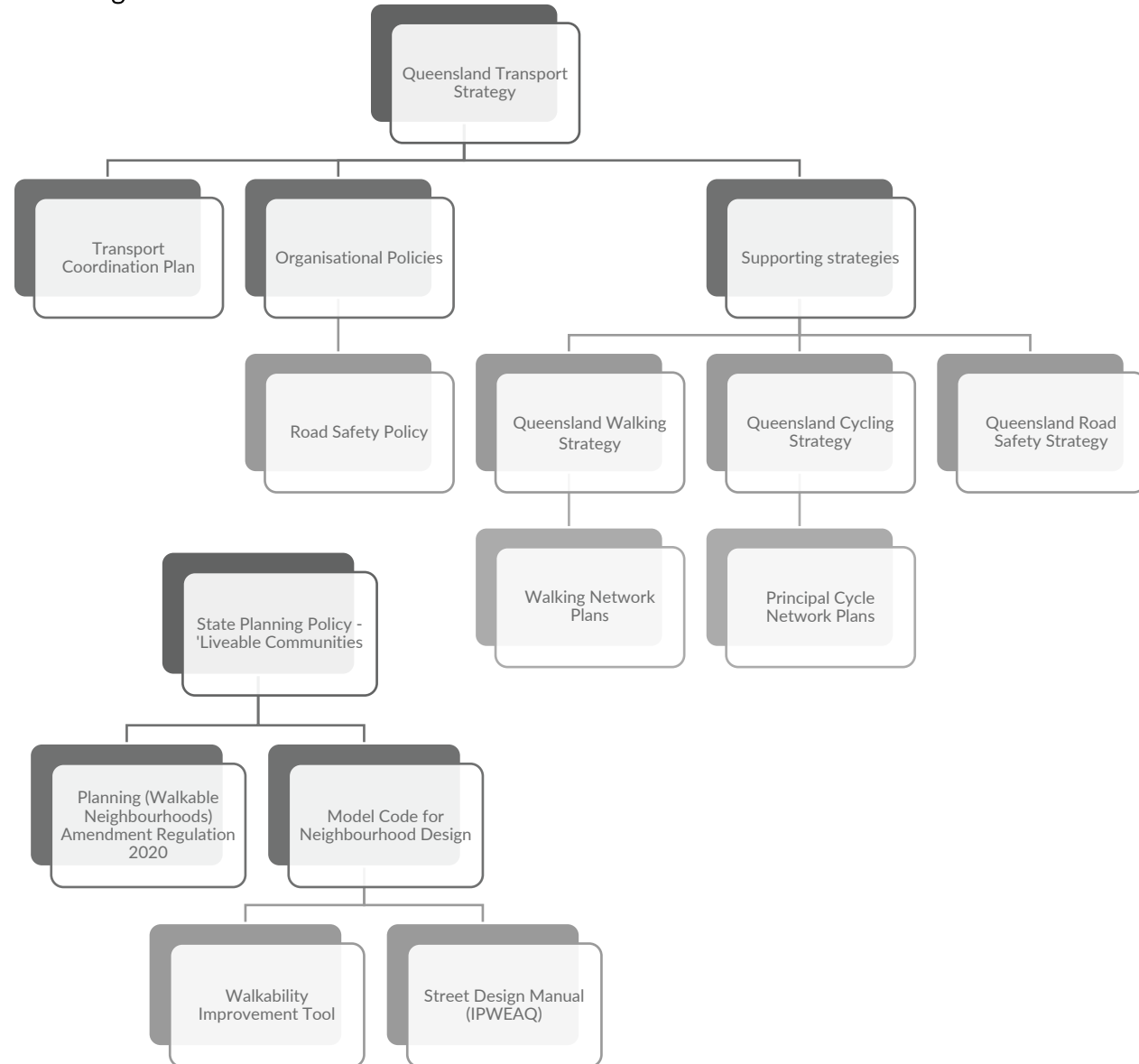


Figure 2: Relevant planning documents – state and local

Local government



State government

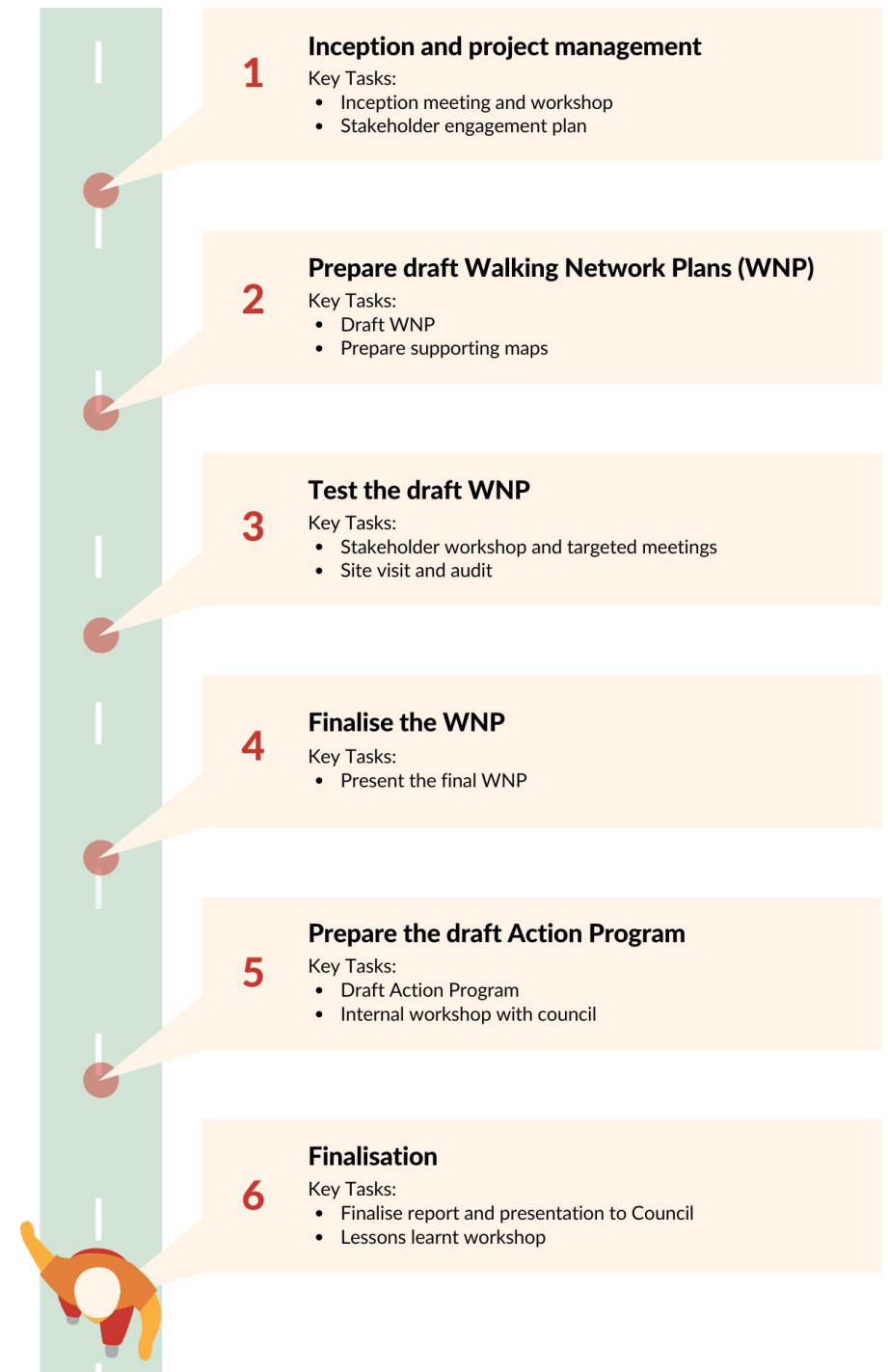
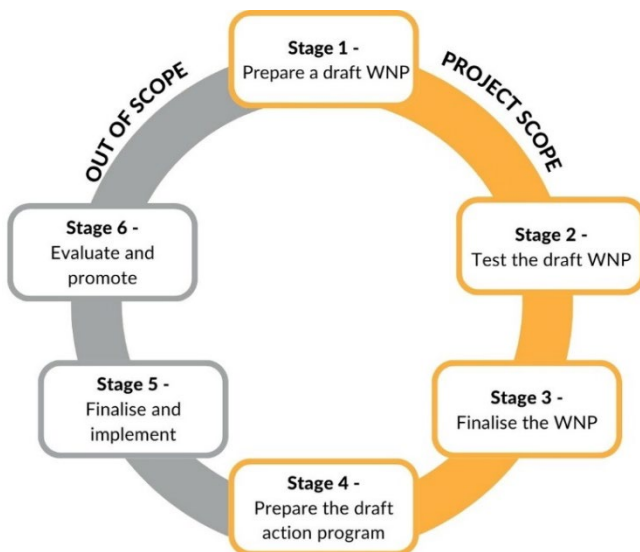


## 1.3 METHODOLOGY

The process undertaken for the WNP follows the TMR Walking Network Planning guidance, as summarised in Figure 3. This guidance produced by TMR provides detailed instructions on how to prepare, implement and evaluate a walking network plan for a precinct plan around a generator such as an activity centre, school or public transport node, and to recommend improvements (actions) to walking environments in the precinct.

An internal stakeholders workshop was held with WASC staff early in the project to seek background information (e.g. current planning, projects and available data) and to confirm secondary destinations for the WNPs. The primary and secondary destinations were used to create a draft of the WNP, which was presented to local stakeholders at a workshop in July 2024. Participants provided feedback on the primary and secondary destinations and routes, discussed their vision for Woorabinda and the potential works they saw as a priority for improving walking in the local area. This was considered and incorporated into the final WNP and AP for Woorabinda, alongside the feedback and vision from WASC officers. Refer to Appendix B for both the staff and stakeholder workshop meeting minutes.

Figure 3: WNP methodology



## 2.0 Existing situation

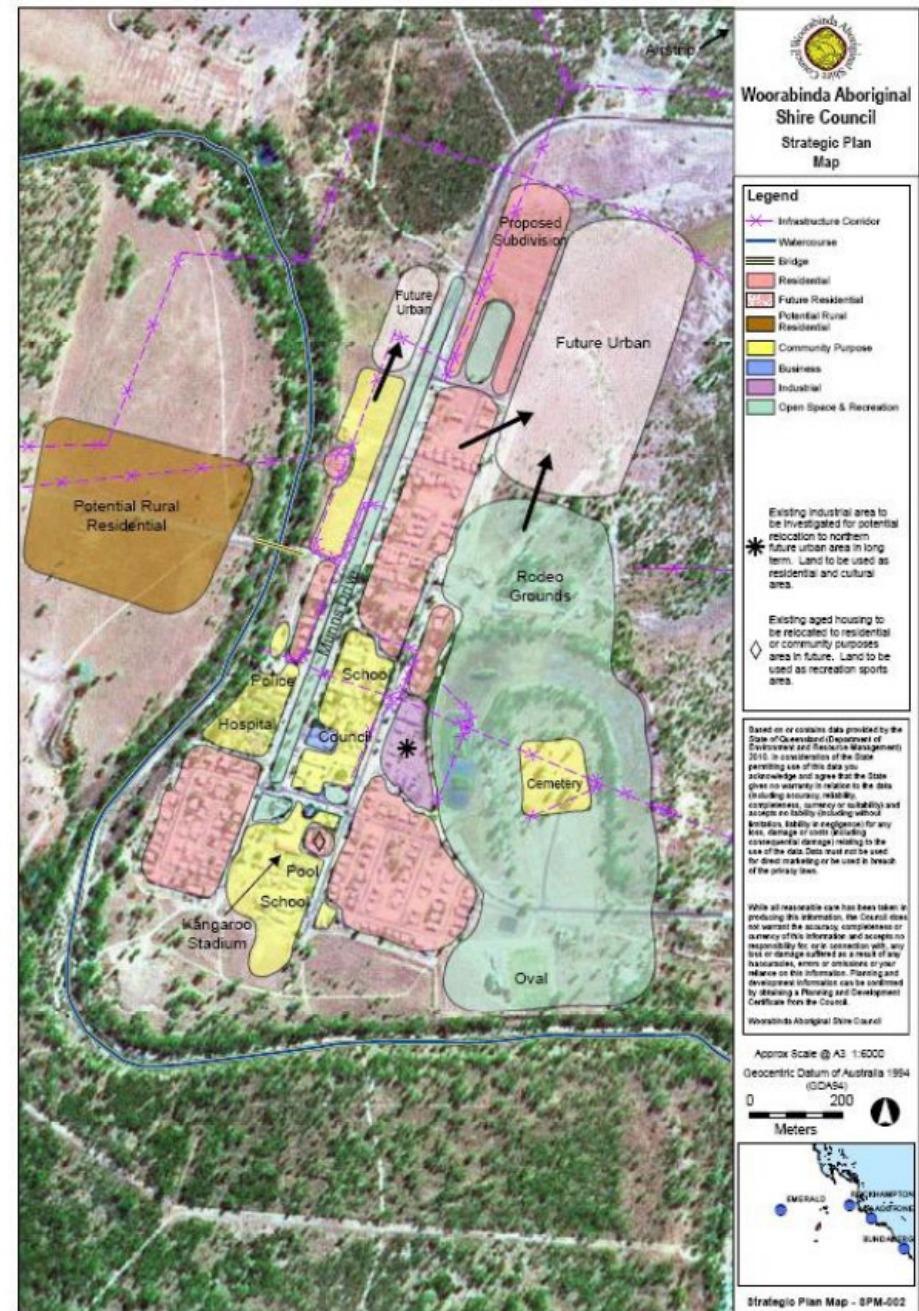
### 2.1 LAND USE CONTEXT

Woorabinda is located approximately 170km south-west of Rockhampton in Central Queensland. The Woorabinda community is the only Deed of Grant in Trust (DOGIT) Aboriginal community within the Central Queensland region. DOGIT communities have a special type of land tenure which applies only to former Aboriginal reserves. The land title is a system of community level land trusts, owned and administered by the local council.

The Woorabinda township contains housing, services and facilities for the local community. Community facilities include a multipurpose health service, police station, two schools, sports stadium, pool, cemetery, rehab centre, domestic violence centre and government employee housing. Open space and recreation facilities include various sports facilities (including football field, netball court, basketball court), rodeo grounds and local parks, including significant open space within the median of Munns Drive. Recent residential expansion has occurred towards the northern end of the township, with further developments planned to the north east. There is the potential for freehold rural residential lots to be developed to the west of the township. There is a small industrial precinct between the town centre and lagoon, with the commercial zoning incorporating the WASC Council building and Foodworks supermarket.

Figure 4 shows an extract from the WASC Planning Scheme showing the strategic land use zoning for the township.

Figure 4: Woorabinda township strategic plan map and zoning (WASC Planning Scheme, 2018)



## 2.2 DEMOGRAPHICS

According to the 2021 census, the locality of Woorabinda has a population of 1,019 people, with 91.2% of people identifying as Aboriginal and/or Torres Strait Islander. With a median age of 23, Woorabinda has a significantly younger demographic than both the state and national average of 38 years (ABS, 2021). The median age corresponds with just under half (45.5%) of Woorabinda residents aged 19 years and younger. Whilst at the other end of the spectrum, 21.4% of residents are aged 45 years and over. It should be noted that the average life expectancy of Indigenous people is lower than that of other Australians, so people aged 45 years and over (rather than 65 years and over) are considered as part of the 'older' cohort. With more than half of residents in the younger (0-14) and older (45+) age brackets, the provision of a safe walking environment is paramount in ensuring the most vulnerable road users can navigate the network safely.

The infographic to the right shows over half of Woorabinda residents are not in the labour force, which translates into a weekly median income of less than half the Queensland average. It also shows a very high proportion (over 40%) of residents walk to work, compared to the Queensland average of just 2.6%, although it is important to consider that journey to work data may not be representative of the overall population. This high level of walking correlates with low car ownership levels in Woorabinda (0.8 compared to 1.9 vehicles per dwelling) as the Queensland average.

The compact size and relatively flat topography of Woorabinda makes it an ideal location for walking, with many residents already walking around town. Provision and improvement of infrastructure could make a significant difference to the safety and accessibility of walking facilities.

### POPULATION DENSITY

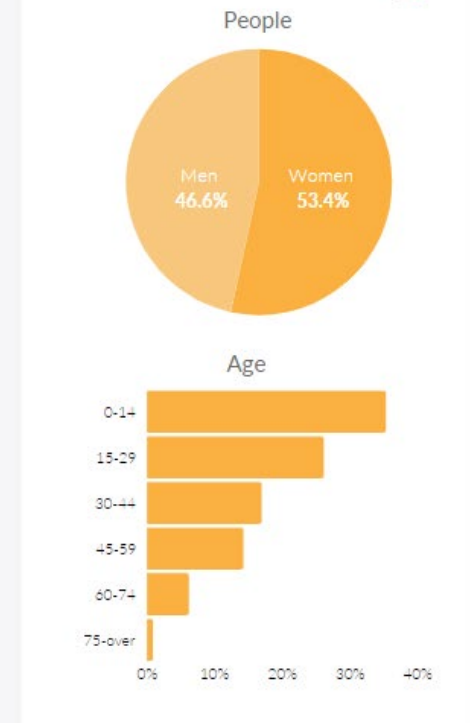
The relatively small population in Woorabinda means that there is no detailed census meshblock data showing variation in residential densities within the township. Populations were therefore estimated, based on the average number of people per household (3.3 people) multiplied by the number of dwellings in the residential zoned areas. Woorabinda's residential population is predominantly to the south-west and south-east of the town centre, with residential expansion occurring (and continuing) more recently to the north. The estimated Woorabinda population density is illustrated in Figure 5.

# Woorabinda Demographic

1,019  
Population

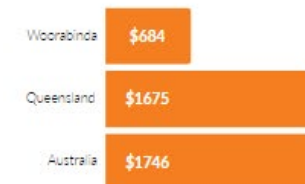
23  
Median age

40%  
Walks to work



Need for assistance  
**4.5%**  
of population

### Household median weekly incomes



### Employment

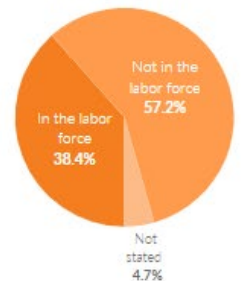
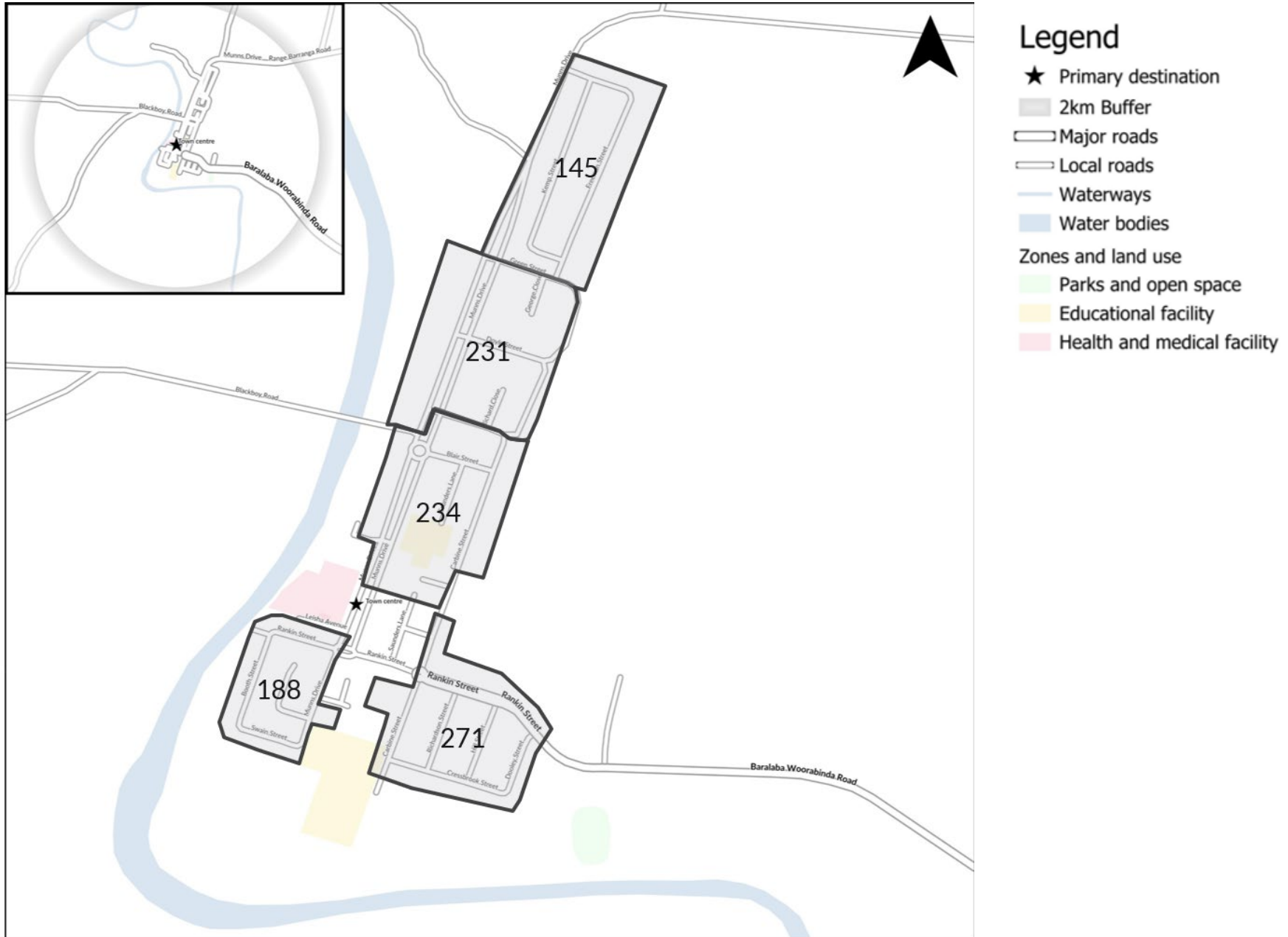


Figure 5: Estimated population by area



## 2.3 EXISTING PATHWAYS

The existing pathway network for people walking in Woorabinda consists of footpaths along some key routes providing for linear travel, however there are limited local connections resulting in people walking on the road carriageway. There are many unpaved recreational routes commonly used by residents including along Mimosa Creek and Horseshoe Lagoon Recreation Area. Most paved/formalised footpaths are very narrow, generally between 1 and 1.5m wide which can create accessibility issues, particularly for people using wheelchairs. There are some pedestrian easements (laneways) throughout Woorabinda which provides improved connectivity, however many of these connections are unpaved and lack access ramps from the roadway.

A summary of the key features of the existing walking network is provided below and shown in Figure 6:

- The town centre includes some pedestrian crossing facilities including a new wombat crossing on Munns Drive near the Multi-purpose health centre/connecting to the new public toilet facilities.
- Many of the existing footpaths are ageing, with missing links in key locations such as south of the council building on Munns Drive
- While some street trees are provided in the town centre, there is a significant lack of shade trees along pedestrian routes to the north, southeast and southwest of the town.
- Both of Woorabinda's schools are not fully accessible by footpath, therefore people are having to walk on either the nature strip or share the road carriageway to access the school gates.
- Many of the key desire lines are visible in the form of dirt tracks that have been formed by people taking the shortest route. This includes along laneway easements as well as other open spaces where there is either no footpath, or the footpath is not meeting the desire line.
- There are also several dirt tracks that run alongside Mimosa Creek. These routes support utility trips to the primary school, football ground, and other community destinations, as well as being used for recreation and exercise.

- Woorabinda's Street network is fairly compact to the southwest and southeast of the town centre however it is dispersed to the north, creating longer distances for people to walk services. Despite this, the provision of footpaths along longer linear routes such as Munns Drive support these trips without using the road carriageway.
- Low-density residential land uses combined with some cul-de-sac streets can result in less direct, longer trip distances for walking trips, however this is less of an issue for trips made within the south of the town centre as the compact street layout allows for greater permeability.
- Many of the existing footpaths are blocked by illegally parked motor vehicles which creates accessibility issues, particularly for people with disabilities
- While kerb ramps are provided at most footpath connections, there are some footpaths with no kerb ramp access such as the footpath from Green Street to Kemp Street in the town's north



Figure 6: Pathways by width and crossings



### Legend

- ★ Primary destination
- 1km Buffer
- 2km Buffer
- Major roads
- Local roads
- Waterways
- Water bodies
- Pathways
  - Existing footpaths
- Existing crossings
  - Uncontrolled crossing
  - Marked (zebra) crossing
- Zones and land use
  - Parks and open space
  - Educational facility
  - Health and medical facility

## 2.4 OPPORTUNITIES AND CONSTRAINTS

While Woorabinda has some localised walking infrastructure, there is a significant lack of connectivity, which creates challenges to people walking in Woorabinda. Figure 7 shows existing physical constraints including topography and creeks.

A major barrier to walking in Woorabinda is the lack of dedicated/continuous walking infrastructure that allow for safe connections to local destinations. This includes a lack of connected and accessible footpaths, crossings, kerb ramps, shade trees and other supporting facilities.

Another major barrier to walking, particularly during the hotter months of the year, is the combination of heat and a lack of shade. Not only does this create an uncomfortable walking experience but can also lead to harmful health impacts.

The majority of the existing footpaths in Woorabinda are narrow, damaged, and nearing the end of their usable life. This creates accessibility issues for people with reduced mobility and can create trip hazards if not addressed. Along Munns Drive, the footpath is located directly adjacent to the kerb and channel, with no verge to provide a buffer to moving vehicles. Footpaths are generally only provided along main streets, which support longer distance trips, however, local connections within residential areas are generally not provided, forcing people to use nature strips or share the road with vehicles.

The low-density settlement pattern contributes to longer and sometimes indirect walking routes, particularly to the northern part of the township, which is over a kilometre for some residents to reach the town centre. Cattle grids at the entrances to residential areas may also be a deterrent to walking, especially for those using mobility aids.

Concerns were raised about the safety of people choosing to exercise (walk/run) along the roads out of town, due to the high speed of traffic (up to 100km/h posted speed limit) on these roads. There is a lack of safe space (cleared/level shoulders), meaning that people are forced to use the road.

Another challenge faced by people walking in Woorabinda is navigating vehicles parked across the whole verge (e.g. the front of Woorabinda State School and at residential driveways) which forces people to walk on the road. This would be particularly challenging for people with reduced mobility.

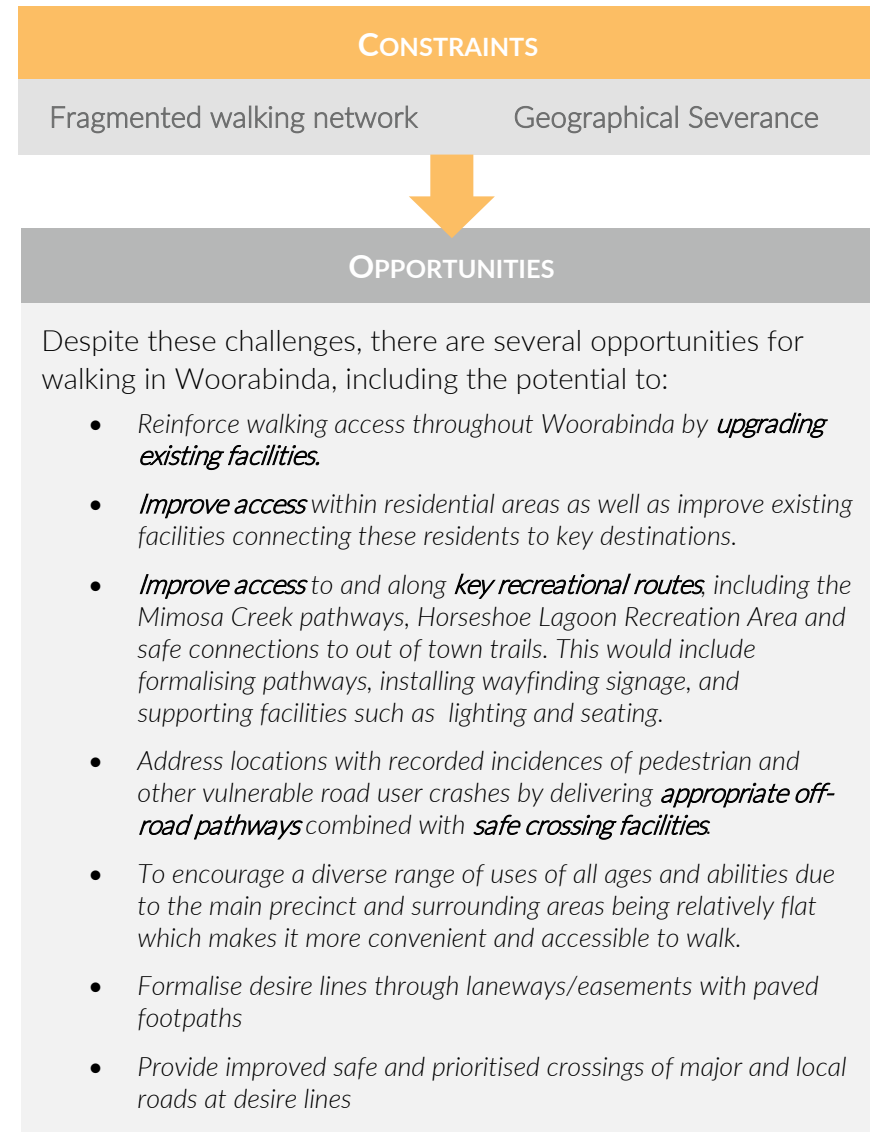
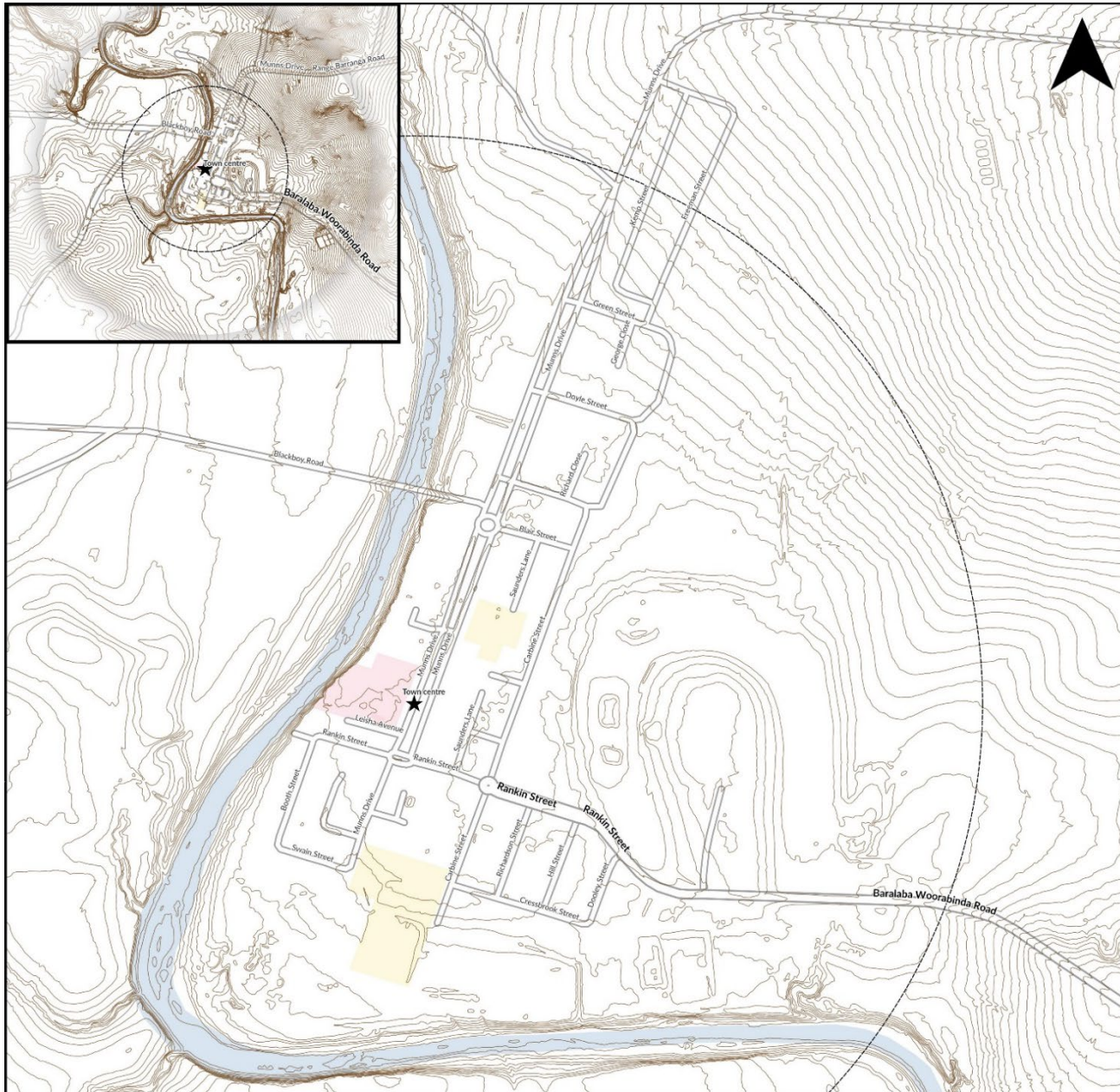


Figure 7: Physical constraints



### Legend

- ★ Primary destination
- ⋯ 1km buffer
- 2km buffer
- ▬ Major roads
- ▬ Local roads
- Water bodies
- 1m contour

## 3.0 Walking Network Plan

### 3.1 WALKING VISION

The vision has been informed by the internal meetings with WASC staff and stakeholder engagement in Woorabinda.

A vision exercise was held at the Woorabinda stakeholder workshop (refer to Appendix B for meeting notes) to inform the development of the WNP and ensure it would meet the needs of the community. Participants were asked to consider their personal future visions for walking in Woorabinda.

This was combined with feedback received from pop-up stalls where participants were asked to place their vote on their top three inspirational photos and why they chose these. The feedback from both the workshop and pop-ups are summarised to the right.

The vision sets the direction and community priorities for the future walking environment in Woorabinda.



#### Stakeholder workshop feedback

- Safety, particularly for kids
- Lighting
- Shade, rest areas and natural environment
- Culture, community and social spaces
- Colour and beauty
- Smooth surfaces
- Walking paths out of town

#### Pop-up feedback

- Embracing bush walking and greenery
- Outdoor play opportunities
- Colours
- Shade and seating
- Boardwalk
- Gathering, lively place with lots of people
- Interesting landscaping
- Good for kids

#### Walking Network Plan vision for walking in Woorabinda:

Woorabinda has a colourful and vibrant walking network which embraces the surrounding bushland and waterways. Walking is safe and easy for children and older people, with shade, rest areas and gathering points allowing community to socialise and connect. Walking routes link destinations within the township and beyond, allowing residents to live active and healthy lifestyles.

## 3.2 DRAFT WALKING NETWORK PLAN

The TMR WNP guidance recommends producing a draft WNP for use in the targeted stakeholder engagement. The draft WNP is developed using a Geographic Information System (GIS) process which considers population density, primary and secondary destinations, and a shortest route methodology.

The first stage of the process involves identifying the primary and secondary destinations. These destinations indicate the potential locations people may want to walk to within the study area. The primary destination is the town centre along Munns Drive between the Foodworks and Health Service. A range of other secondary destinations were defined, including:

- Education facilities, including Wadja Wadja High School, Woorabinda Primary School and the childcare centre
- Recreational facilities, including the football ground, gym, pool, basketball and netball courts, Kangaroo Stadium, Horseshoe Lagoon and Mimosa Creek
- Community facilities, including the Youth Services Office, council, Indigenous Knowledge Centre, Rehab Centre, Domestic Violence Centre and public toilets
- Health facilities including the multi-purpose health service and Yoonthalla Health and Wellbeing Services.
- Commercial and retail uses, including Foodworks
- Other key destinations including the cemetery, churches, staff accommodation and future urban subdivision.

Upon confirming the primary and secondary destinations, the draft WNP was developed by mapping the existing pedestrian network, walking constraints and a 1km and 2km walkable catchment based on the distance one could reach based on walking via the pathway and road network.

The first WNP draft is provided in Appendix C. The map shows that the primary network has produced a radial network extending out from the primary destination, utilising the shortest routes (and therefore including the major roads within the study area). The secondary routes connect to the primary routes and mesh block population mid-points. A map showing the intensity of routes (i.e. the potential

number of trips that could be undertaken along a route based on the existing population numbers) is in Appendix C.

It is worth noting that the GIS mapping has limitations and does not take into account certain site-specific attributes and conditions (e.g. topography or vegetation) or predict the way people currently walk within their community.

The draft plan was used as the basis for the conversation at the Stakeholder Workshop (refer Section 3.3) where key stakeholders could share their local knowledge about conditions, demands and issues that could be used to refine the WNP. Walking desire lines (as show in Figure 8) were also discussed in the workshop.

It is noted that the Mimosa Creek trail as included in council planning was added to the draft WNP prior to consultation to capture this recreational walking route.

### Primary routes



Identify principal pedestrian connections that directly connect between walking trip generators and key destinations within the study area.

### Secondary routes



Designated supplementary routes that support a walkable urban fabric by connecting to and between primary routes.

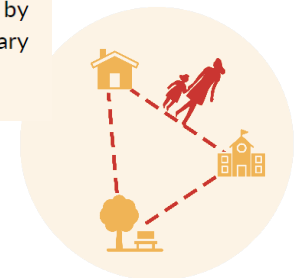
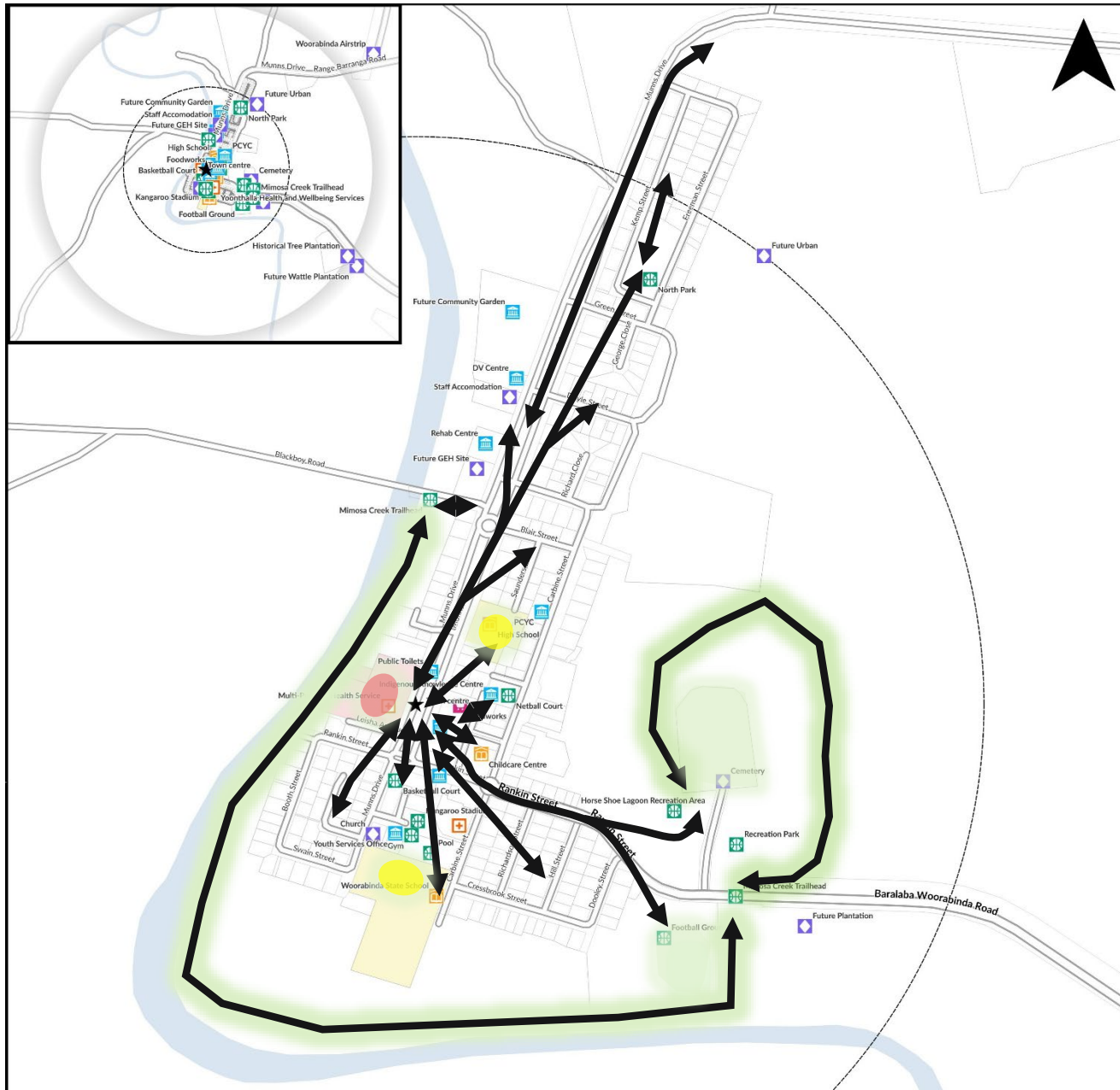


Figure 8: Woorabinda desire lines



### Legend

- ★ Primary destination
- 1km Buffer
- 2km Buffer
- ▭ Major roads
- ▭ Local roads
- Waterways
- ▭ Water bodies
- ▭ Property boundaries
- Secondary destinations
- 🛍 Shopping centre
- 🏥 Health facility
- 🎓 Education facility
- 🏃 Recreation facility
- 🏠 Community facility
- 📍 Other
- Zones and land use
- 🌳 Parks and open space
- 🎓 Educational facility
- 🏥 Health and medical facility
- ↔ Desire line
- ↔ Desire line through open space

### 3.3 TESTING THE WNP WITH STAKEHOLDERS

#### STAKEHOLDER WORKSHOP

A stakeholder workshop was held on 17 July 2024 at the Opal Hall. Community and government stakeholders provided feedback on the draft WNP using local knowledge to ground-truth the prioritised routes and note walking barriers. The workshop entailed multiple components notably:

- A ‘user experience’ walking audit which included reviewing two locations in Woorabinda and discussing what was positive and negative about the walking environment
- Development of a walking vision.
- Review and discussion on the draft WNP using local knowledge about demand, barriers, issues and opportunities.
- Identification of potential works/actions and prioritisation of these works.

A summary of the stakeholders involved, as well as their challenges, likes and priorities are provided in Figure 9, while a summary of the proposed changes is detailed in Appendix B.

#### COMMUNITY POP-UP EVENT

Two pop-up stalls were undertaken during the visit to Woorabinda, including one from 3pm to 4:30pm on 17 July near the Red Shed and the other from 10am to 12pm on 18 July outside Foodworks. The pop-ups had positive engagement from the community, particularly the afternoon pop-up which had about 20 school-aged students share their ideas.

The study area map was used to record where people walked within the community, with discussions on the positive and negative experiences along their journeys. Additionally, a walking experience inspirational board provided an opportunity for community members to vote on their favourite photos and explain in one word what they liked about it. The photos ranged from walks through nature, wide footpaths, crossings, and lighter quicker cheaper initiatives such as colourful pavement painting. The results of the community pop-up events are provided in Appendix B.

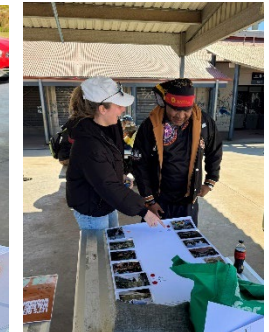


Figure 9: Stakeholder workshop feedback summary

# Woorabinda Consultation Summary



## Challenges

- Water pooling along unformalised paths
- Exercising on out-of-town routes alongside high-speed vehicles
- Lack of connections to primary school
- Scooters and e-scooters on footpaths
- Lack of lighting at night

## Likes

- Bird watching and seating at Lagoon
- Swimming and exploring Mimosa Creek
- Town back-routes for direct access

## Priorities

- Safe walking access to school (8 votes)
- Baralaba bus run pick-up areas with shade and seating (7 votes)
- Places to gather and enjoy nature (3 votes)
- Lighting, including in laneways (4 votes)
- Safer crossings (wombats) (1 vote)
- Signage on priority routes (1 vote)

**13 stakeholder** workshop attendees

17 July 2024

Opal Hall

Woorabinda Aboriginal Shire Council  
 Dept. Tourism and Sport  
 QLD Walks  
 10,000 Steps  
 TMR Road Safety  
 Traditional owners  
 Murrup  
 Indigenous Knowledge Centre  
 Ghungalu Investments  
 Primary School

**33 people** provided feedback

17 July 2024

3:00 pm - 4:30 pm

Near Red Shed

**Pop-up events**

18 July 2024

10:00 am - 12:00 pm

Outside Foodworks

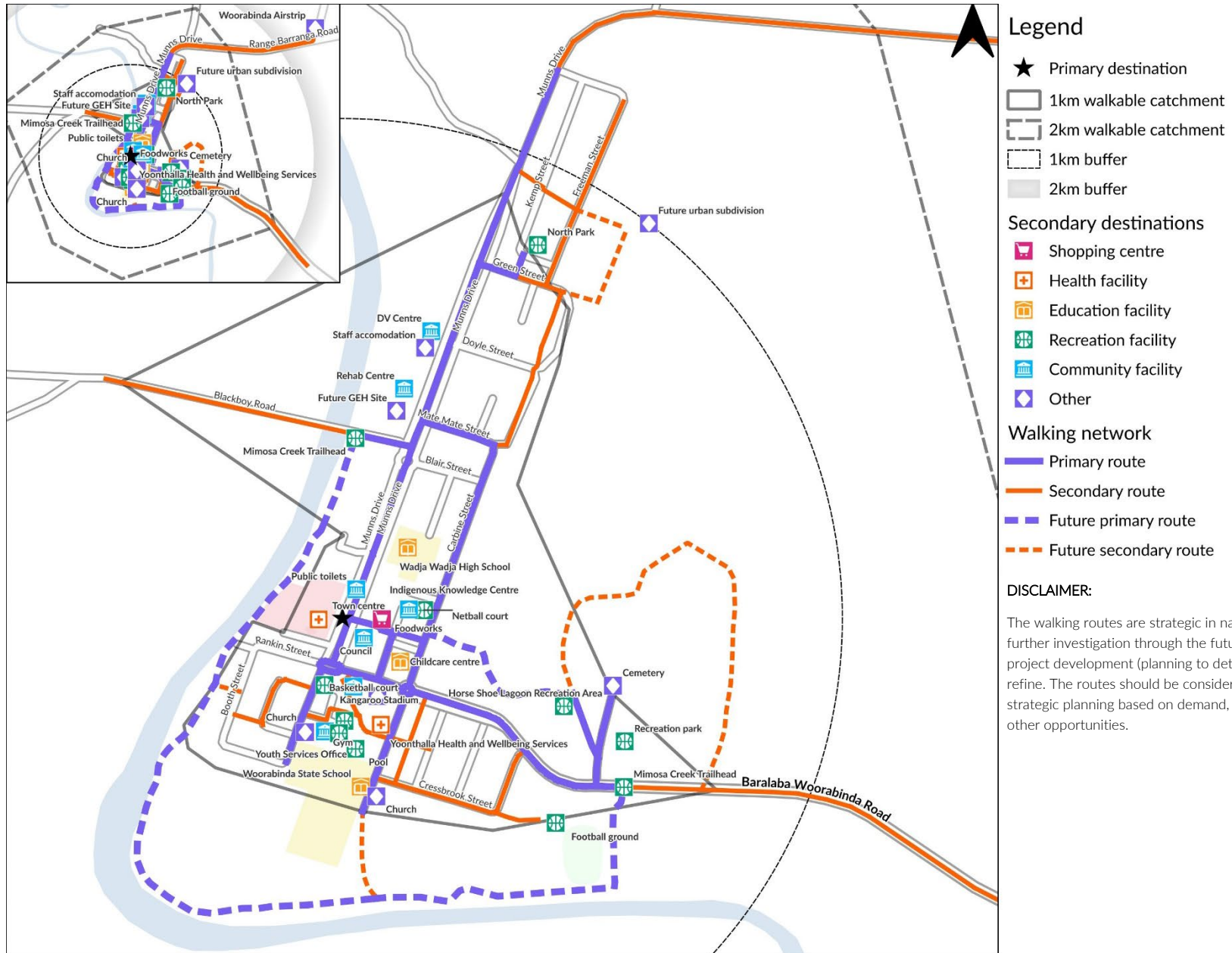
### 3.4 FINAL WALKING NETWORK PLAN

The WNP was refined based on the desire lines, stakeholder workshop and pop-up stall input and internal feedback from Council and TMR officers. The final WNP is provided in Figure 10 with some of the key modifications made to the original WNP including:

- Re-assignment of some routes to be future routes, including connections of Mimosa Creek and connections to the future urban subdivision
- Inclusion of some routes on the outskirts of town
- Improved alignment of primary routes to the most popular walking routes
- Improved connectivity between secondary destinations (including school to football ground and school to recreational areas)
- Improved connectivity between primary and secondary routes in a grid-style network to major destinations.



Figure 10: Final Woorabinda WNP



**Legend**

- ★ Primary destination
- ▭ 1km walkable catchment
- - - 2km walkable catchment
- ▭ 1km buffer
- ▭ 2km buffer
- Secondary destinations**
- 🛍 Shopping centre
- 🏥 Health facility

- ◊ Other
- Walking network**
- Primary route
- Secondary route
- - - Future primary route
- - - Future secondary route

**DISCLAIMER:**

The walking routes are strategic in nature and require further investigation through the future phases of project development (planning to detailed phase) to refine. The routes should be considered as high-level strategic planning based on demand, desire lines and other opportunities.

## 4.0 Walking Network Action Program

The WNAP identifies a pipeline of projects for Council to implement to achieve Woorabinda’s walking vision and community priorities. The WNAP identifies projects across the study area and provides a summary of the location, works type, recommendation, priority, timing, responsibility, source and cost estimate, among other desktop assessment summaries.

The WNAP projects were identified using feedback from the stakeholder workshop/pop up stalls, Council officers, desktop assessments and site visits by the study team.

The stakeholder workshop participants identified a number of priority works, including:

- Safe walking access to school
- Baralaba bus run pick-up areas with shade and seating
- Places to gather to enjoy nature
- Lighting, including in laneways
- Safer crossings (wombats)
- Signage on priority routes

Full details of stakeholder priorities (including ‘votes’ for each suggestion) can be found in the workshop minutes at Appendix B.

A site audit was undertaken between the workshop and pop-up stalls in order to observe travel behaviour and demand and footpath availability and quality across the network. Photographs and comments were taken to record on-site conditions (e.g. footpath conditions and width), issues, opportunities and other considerations that would inform the subsequent updates to the WNP and support the development of the WNAP. These photos and comments were compiled in Avenza which provided a kmz layer of locations and issues raised. A summary of points identified in the site visit is provided in Appendix F.

In addition, a desktop assessment considered the location of primary and secondary destinations, constraints, and the WNP route designation to identify missing walking links and crossings required to navigate the network. A review of previous planning

and planned works was also conducted, including review of the Principal Cycle Network Plan, Mimosa Creek Pathway plan and Disaster Recovery Centre planning.

Feedback was then sought from Council to review and refine the draft WNAP.

### 4.1 PROJECTS

A total of 25 projects were identified in the WNAP, including footpaths and shared paths, shared space provisions, crossing improvements, investigations and supporting facilities. Table 1 provides a summary of the WNAP projects for all projects and short-term projects as an overview of the works types recommended. The full WNAP is provided in Appendix E, with the works by type shown in Figure 11.

Table 1: WNAP project summary

Works type	All projects	Short term projects
Footpath provision	10 (9.1 km)	4 (2.95 km)
Shared path provision	2 (4.025 km)	1 (0.15 km)
Shared space	2	0
Supporting facilities	2	2
Investigation	2	1
Crossing provision	2	1
Crossing improvements	1	1
Various	4	2
<b>Total</b>	<b>25</b>	<b>12</b>

The WNAP supports improvements to primary connections within the town centre, including investigations into improved street crossings and footpath provision on desire lines, improved supporting facilities such as seating, shade, and lighting and speed limit reviews to improve safety in town.

## 4.2 RANK AND PRIORITY

The TMR Guidelines requires WNAP projects to be prioritised based on a ranking system. This ranking system identifies essential, important and other improvement based on the works rationale. Table 2 summarises the works rationale within each ranking category.

Table 2: WNAP ranking assumptions

Essential	Important	Other improvements
Safety related, including: <ul style="list-style-type: none"> <li>• Footpath provision on streets classified as greater than Collector</li> <li>• Crash or hazardous location</li> <li>• Speed limit reviews</li> <li>• Lighting, crossings, removal of trip hazards</li> </ul>	Works that encourage walking/comfort improvements, including: <ul style="list-style-type: none"> <li>• Seating</li> <li>• Street furniture</li> <li>• Decluttering of path area</li> <li>• Shade and shelter</li> </ul>	Art installations
Accessibility (provides access for people with disability)	Improvements to meet current standards or demand	Wayfinding
Missing links and crossings at desire lines		

Based on the above classification of ranking, 14 projects ranked as 'essential', 10 projects ranked as 'important' and one project was identified as 'other improvements'. A summary of works by rank is shown in Appendix E.

Following identification of the project rank, the TMR guidelines have been used to categorise projects by priority. Priorities have been defined as projects that are:

- Priority 1 – items raised by community; essential and primary route
- Priority 2 – essential and secondary route; important and primary route
- Priority 3 – important, secondary route or non-essential
- Other – ongoing works, uncategorised route, not applicable with ranking table.

## 4.3 TIMING

The WNAP recommends actions in the short, medium and long term based on the project's priority, as required in the TMR Guidelines. It is recommended that the project timing periods are considered as 5-year increments, however depending on funding and budget this may not be achievable. As such, it's recommended to use the timings as a guide to determine the order of implementation of projects. The WNAP could be considered a 'shopping list' of works, with Council taking the opportunity to incorporate into existing programs and other projects where possible and apply for grants and other funding sources to implement the works.

Generally, the short, medium and long term projects align with priority 1, 2, and 3 projects, respectively. There are instances where the timing deviates from the priority in order to provide improved distinction of the most urgent projects. Of the 25 projects identified in the Woorabinda WNAP:

- 12 projects are short term
- 9 projects are medium term
- 4 projects are long term.

The full WNAP is provided in Appendix E, with the works by timing shown in Figure 12.

## 4.4 COSTS

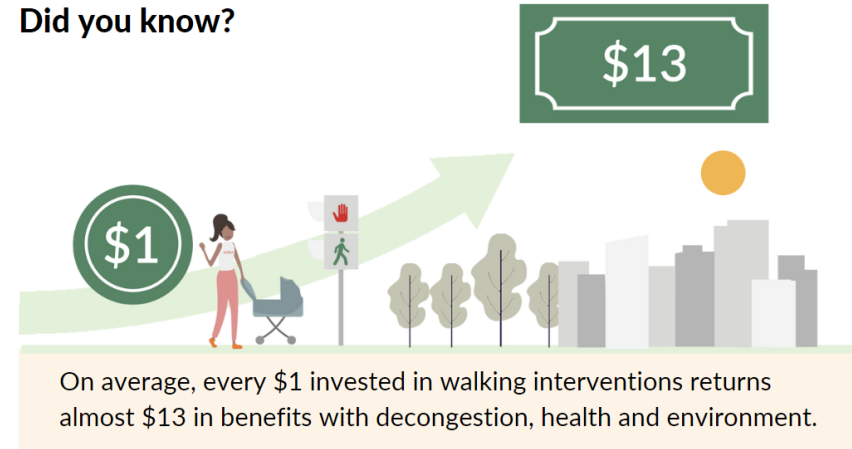
The WNAP provides cost estimates based on unit rates and broad assumptions including a 50% contingency. The cost estimates are strategic in nature and require further investigation through the future phases of project development (planning to detailed phase). The costs listed as part of the WNAP should be considered as high-level strategic cost estimates based on similar previous project experiences.

Based on the cost estimate, projects have been grouped into cost bands as detailed in Table 3. The table also summarises the total number of projects per cost band for all projects and short term projects. Further detail on unit rates and costing assumptions is provided in the WNAP in Appendix E.

Table 3: Cost bands

Band	Cost	All projects	Short term projects
\$	<\$50,000	3	1
\$\$	\$50,000-\$200,000	8	6
\$\$\$	\$200,000-\$500,000	11	3
\$\$\$\$	\$500,000- \$2,000,000	1	1
\$\$\$\$\$	>\$2,000,000	2	1

## Did you know?



## 4.5 GRANT OPPORTUNITIES

Table 4 provides a summary of grant opportunities which may be available to Woorabinda Council to facilitate delivery of the projects identified in the WNAP.

Table 4: Grant opportunities

Queensland Government	Australian Government
<ul style="list-style-type: none"> <li>Walking Local Government Grants</li> <li>Cycle Network Local Government Grants (CNLGG)</li> <li>Transport Infrastructure Development Scheme (TIDS)</li> <li>School Transport Infrastructure Program (STIP)</li> <li>Public Transport Infrastructure Grants</li> <li>Queensland Disaster Funding</li> <li>Building our Regions</li> <li>Works for Queensland Program</li> </ul>	<ul style="list-style-type: none"> <li>Road Safety Program</li> <li>Black Spot Program</li> <li>Local Roads and Community Infrastructure Program</li> </ul>

Figure 11: WNAP by type

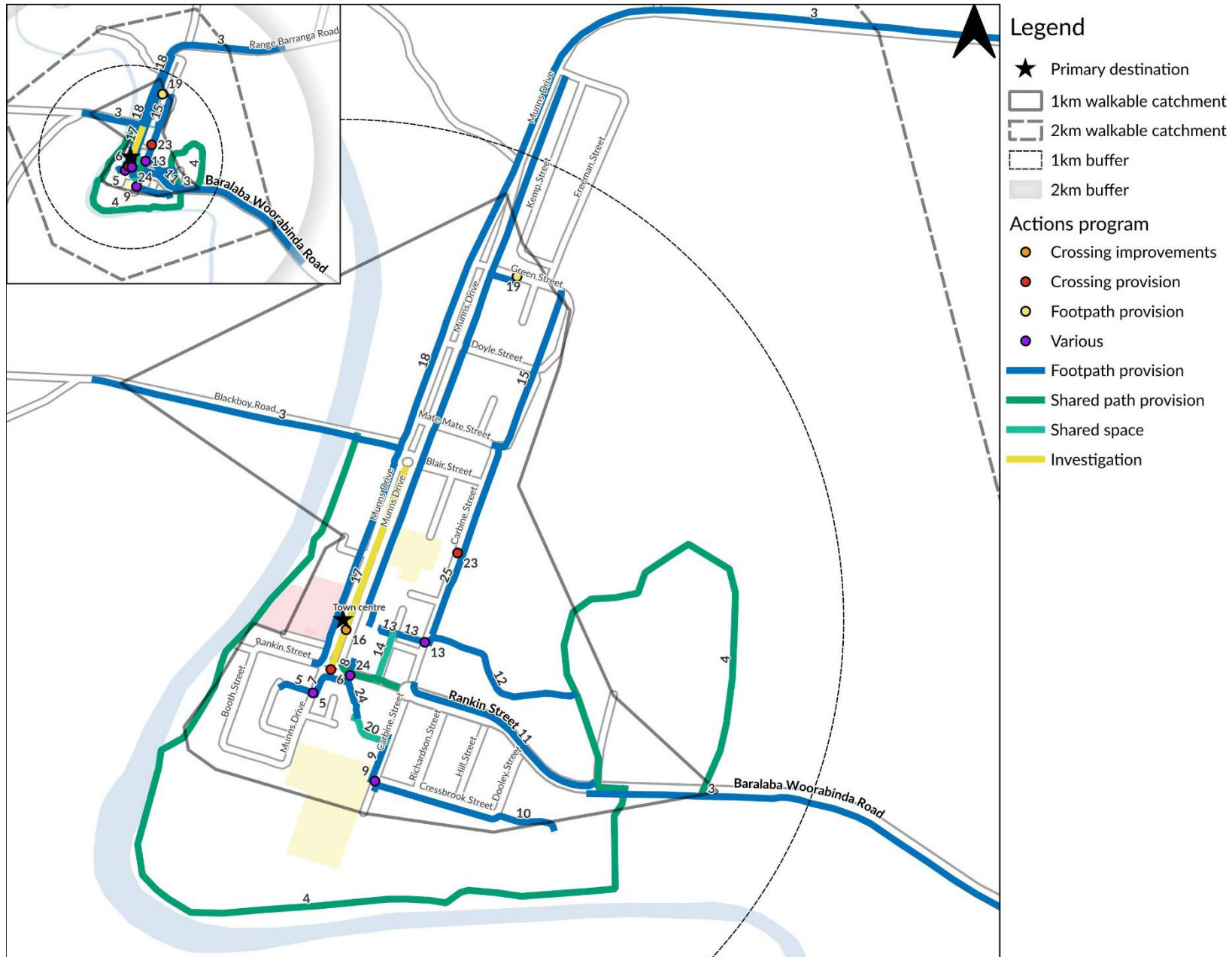
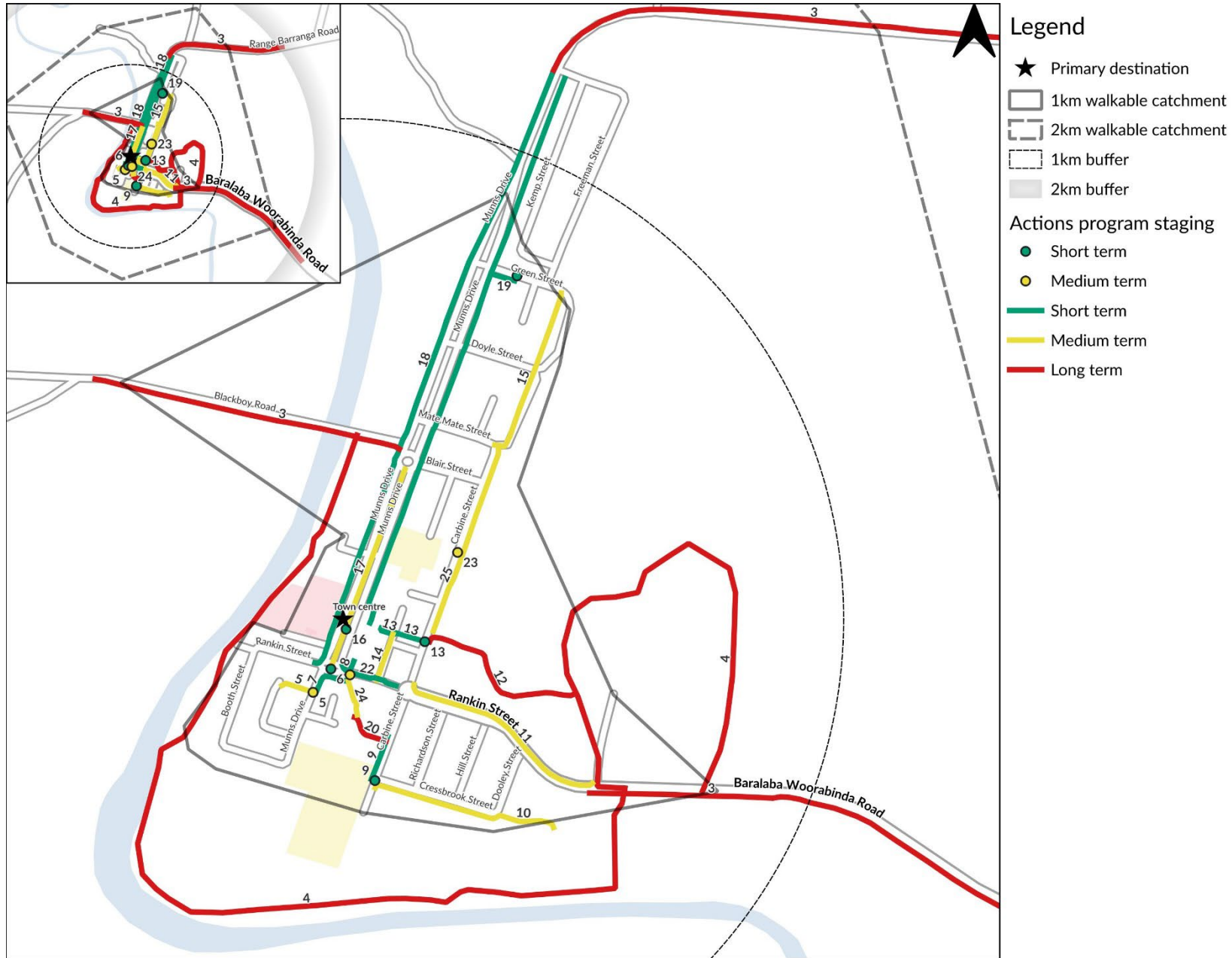


Figure 12: WNAP by timing



## 5.0 Conclusions

A WNP has been developed for Woorabinda to identify primary and secondary walking routes and to inform the preparation of a WNAP based on best practice principles, a site visit, consultation with community and stakeholders and feedback from internal Council officers.

The WNAP recommends 25 projects to improve walking environments to and around key destinations within the study area, of which 12 are defined as short term projects to be delivered in the next 5 years. It is acknowledged that Council have constrained budgets and may not be able to complete all the works in a timely manner. As such, it's recommended to use the timings as a guide to determine the order of implementation of projects. The WNAP therefore provides a 'shopping list' of works which should be incorporated into Council's existing works programs and other projects where possible. Grants and other funding sources may also be available to implement works, with priority recommended to short term projects.

Recommendations to enable Council to implement the planning undertaken as part of this project are:

- Seek formal endorsement of the Woorabinda WNP and WNAP in accordance with the TMR Guidance. Formal endorsement provides visibility of the WNP and an opportunity to explain integration opportunities with planning and development processes. The plan should be endorsed by the council or high-level officer and must be endorsed by the TMR Regional Planning Coordination Group.
- Review and incorporate the action program projects into planning and where relevant into capital and operational works program(s). This could also include discussing opportunities to deliver projects as part of a one network approach with TMR.

- Monitor funding opportunities and apply for grant funding when applicable. Further information on potential funding streams is available on the
- Develop a monitoring program to measure the outcomes of the works implemented. This could include before and after counts, attitudinal/satisfaction surveys and tracking kilometres of footpaths, crossings and street trees constructed/planted. Report on the successes and share case studies of outcomes.
- Consider opportunities to promote the WNP within the community through the council website, stalls at local markets or posters within the plan area.
- Integrate the plan and actions program into strategic documents that support the delivery of the desired walking environments and integrate the works with the PCNP delivery.
- Continually monitor and apply for walking and cycling infrastructure grants where possible.



Kate and her son will have an even more enjoyable daily walk to the park with the implementation of the Walking Network Plan, as it will make their walk safer and more pleasant. The WNP is an important step towards creating a more comfortable and enjoyable environment for everyone.

## 6.0 References

- ABS. (2021). Census of Population and Housing 2021. Commonwealth of Australia - Australian Bureau of Statistics (ABS).
- Department of Transport and Main Roads. (2018). *Road Safety Policy*. Brisbane: Department of Transport and Main Roads.
- Department of Transport and Main Roads. (2019). *Queensland Walking Strategy 2019-2029*. Brisbane: Queensland Government.
- Department of Transport and Main Roads. (2019c). *Queensland Manual of Uniform Traffic Control Devices Part 4: Speed controls*. Brisbane: State of Queensland.
- Woorabinda Aboriginal Shire Council. (2018). *Woorabinda Aboriginal Shire Council Planning Scheme*.  
doi:<https://www.woorabinda.qld.gov.au/downloads/file/63/woorabinda-aboriginal-shire-council-planning-scheme-version-1-1>
- Woorabinda Aboriginal Shire Council. (2020). *Woorabinda Corporate Plan 2020-2025*. Woorabinda: Woorabinda Aboriginal Shire Council.
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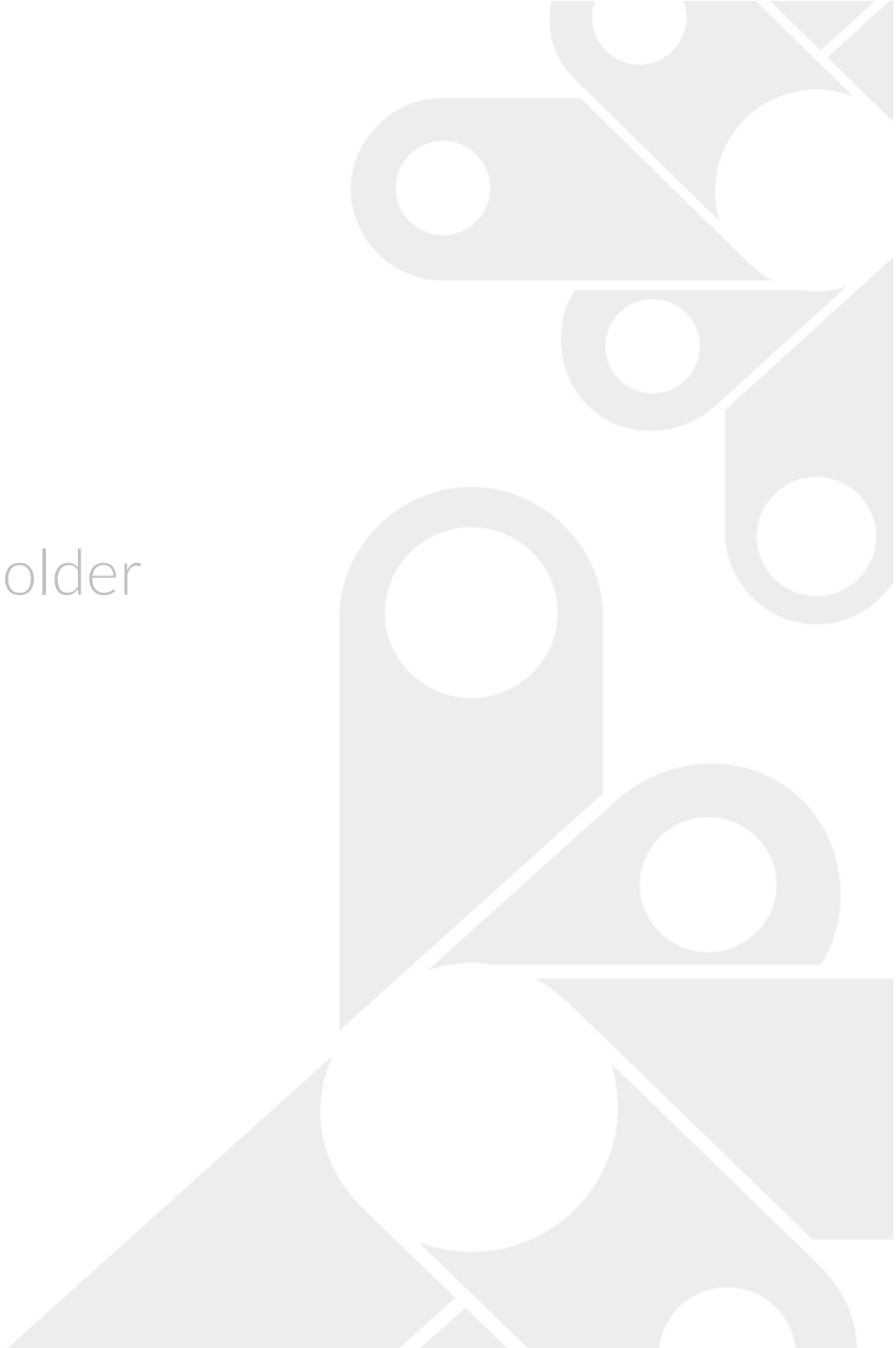
## Appendix A: Policy review

RELEVANT DOCUMENT	SUMMARY OF RELEVANT SECTIONS
<b>QUEENSLAND GOVERNMENT</b>	
<p>Queensland Transport Strategy and Transport Coordination Plan (Department of Transport and Main Roads)</p>	<ul style="list-style-type: none"> <li>• The over-riding transport policy documents for Queensland, setting a 30 year direction and 10 year plan, are the Queensland Transport Strategy and Transport Coordination Plan. The Queensland Transport Strategy 2020-2050 sets strategic outcomes to meet TMR's vision of 'creating a single integrated transport network accessible to everyone'. The strategic outcomes include: <ul style="list-style-type: none"> <li>○ Accessible, convenient transport</li> <li>○ Safe journeys for all</li> <li>○ Seamless, personalised journeys</li> <li>○ Efficient, reliable and productive transport for people and goods</li> <li>○ Sustainable, resilient and liveable communities</li> </ul> </li> </ul>
<p>Access and Inclusion Strategy</p>	<ul style="list-style-type: none"> <li>• Accessibility and Inclusion Strategy is TMR's commitment to and strategy for, delivering of accessible and inclusive transport products, services, information and infrastructure, and TMR workplaces and work practices. TMR's vision is that "Accessible and inclusive transport products, services, information and infrastructure are critical to allow everyone to participate in our community and access employment, health, education, recreation and culture.</li> </ul>
<p>Queensland Walking Strategy 2019-2029 (Department of Transport and Main Roads, 2019c)</p>	<ul style="list-style-type: none"> <li>• Vision for "an easy choice for everyone, every day"</li> <li>• Aims to create well planned walkable communities and planning for safe streets that are well connected and cater for all ages and abilities.</li> <li>• Overall objective to encourage more people to walk more often.</li> <li>• Proposes to integrate walking into all projects.</li> </ul>
<p>TMR Road Safety Policy (Department of Transport and Main Roads, 2018)</p>	<ul style="list-style-type: none"> <li>• The Road Safety Policy aims to prioritise the safety of users across the road network with a vision for zero deaths and serious injuries. It achieves this by focusing attention on implementing the Safe System principles and applying safe system processes and practices across four pillars - Safe Roads and Roadsides, Safe Speeds, Safe Road Users and Safe Vehicles.</li> <li>• The following Interim Safety Standards are default requirements unless justification is documented in a planning report or design exception:</li> </ul>

RELEVANT DOCUMENT	SUMMARY OF RELEVANT SECTIONS
	<ul style="list-style-type: none"> <li>• In all urban environments and where demand exists or may develop in a rural environment, projects will include provisions for pedestrians, cyclists and people with a disability, including footpaths and crossings. Appropriate speed limits in areas of high pedestrian and cyclist use as per MUTCD Part 4.</li> <li>• Pedestrian crossings to be provided on all approaches at signalised intersections. Pedestrian crossing protection (delayed start to vehicle movements) is required.</li> <li>• Unsignalised left turn slip lanes should generally be avoided at intersections unless signalised with pedestrian protection.</li> </ul>
Queensland Road Safety Strategy 2022-2031	<ul style="list-style-type: none"> <li>• The updated strategy continues to work towards the vision of zero road deaths and serious injuries by 2050 and makes the goal to reduce road deaths by 50% and serious injuries by 30% by 2031. The updated strategy also: <ul style="list-style-type: none"> <li>• Introduces the concept of movement and place as a key element in decision- making around road safety, approaching roads and transport as part of broader systems.</li> <li>• Focusing on making roads safe for the people visiting the places around them and reconsidering appropriate speeds and surrounding infrastructure.</li> </ul> </li> </ul>
LOCAL GOVERNMENT	
Woorabinda Aboriginal Shire Council Planning Scheme (Woorabinda Aboriginal Shire Council, 2018)	<ul style="list-style-type: none"> <li>• The Woorabinda Aboriginal Shire Council planning scheme respects the community's values and is committed to sensitive, planned, sustainable and culturally appropriate development. The planning scheme integrates the aspirations of the community, articulated through the Woorabinda Long Term Community Plan 2011-2021, with the relevant state planning interests and priorities.</li> <li>• The connection of the community between all areas of the town is encouraged so people can safely walk and/or ride around the township.</li> <li>• Undertake a review of the current pedestrian pathways and trails used to traverse the township – on and off-road – to plan for safe connections and well lit paths in the township</li> <li>• Connected, active and creative community - Woorabinda is an active community through the provision of a choice of sports, culture, arts, religion, education and passive activities, places, facilities and spaces.</li> <li>• Roads and pathways link all areas of Woorabinda for the safe and healthy movement of people around the township. <ul style="list-style-type: none"> <li>○ The movement of people in and around Woorabinda occurs in a safe and efficient manner</li> <li>○ Good pathway linkages are planned and created throughout Woorabinda township</li> </ul> </li> </ul>

RELEVANT DOCUMENT	SUMMARY OF RELEVANT SECTIONS
	<ul style="list-style-type: none"> <li>○ Prepare a Woorabinda Movement Study to develop a road works and pathway program to ensure a planned approach to the provision of roads and paths throughout the existing and future expansion areas.</li> </ul>
<p>Woorabinda Corporate Plan 2020-2025 (Woorabinda Aboriginal Shire Council, 2020)</p>	<ul style="list-style-type: none"> <li>• Woorabinda's vision – Our community will be sustainable, informed, active and safe</li> <li>• Objectives <ul style="list-style-type: none"> <li>○ Enhanced community infrastructure for existing and future needs</li> <li>○ Lead the development of a Master Town Plan</li> </ul> </li> <li>• Infrastructure goal: Effective town planning and infrastructure designed to support the communities needs with a focus on visionary planning to suit changing needs into the future.</li> <li>• Plan and deliver a walking track along Mimosa Creek</li> </ul>

## Appendix B: Stakeholder engagement



# Woorabinda Walking Network Plan (WNP): Woorabinda Aboriginal Shire Council internal stakeholders workshop

22 April 2024

# Acknowledgement of Country

We acknowledge the Traditional Custodians of the lands where we work and live.

We celebrate the diversity of Aboriginal peoples and their ongoing cultures and connections to the lands and waters of this country.

We pay our respects to Elders past, present and emerging and acknowledge the Aboriginal and Torres Strait Islander people present today.



# Overview

## Objective

Internal stakeholders meeting to provide information and seek background and direction for the Walking Network Plan and Priority Works Program.

## Agenda

### Welcome

- Acknowledgement of Country
- Welcome and Introductions

### Project Introductions

- Project background
- Project scope, methodology and outcomes
- Timing and approvals

### Woorabinda

Planning context, issues & opportunities

- Background data
- Relevant planning/projects
- Issues and opportunities
- WNP - primary and secondary destinations
- Stakeholders (government, community and business)

### Close

## Attendance

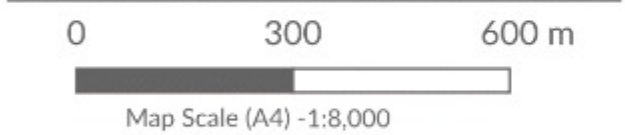


# Woorabinda WNP

## Base Map

### Legend

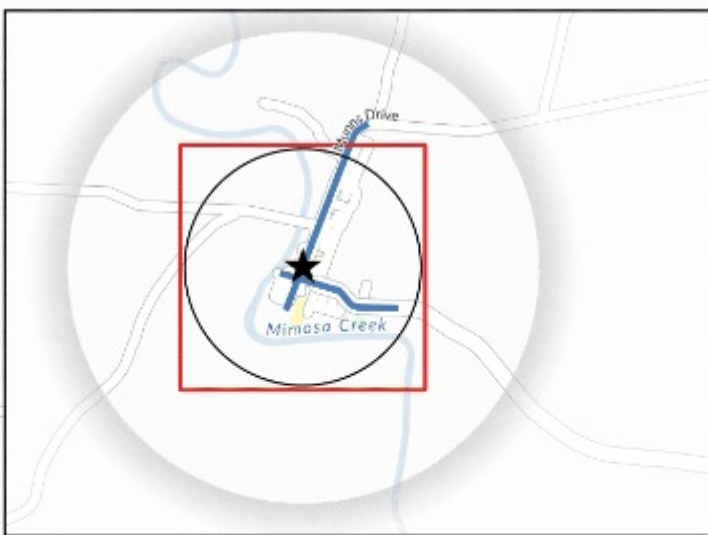
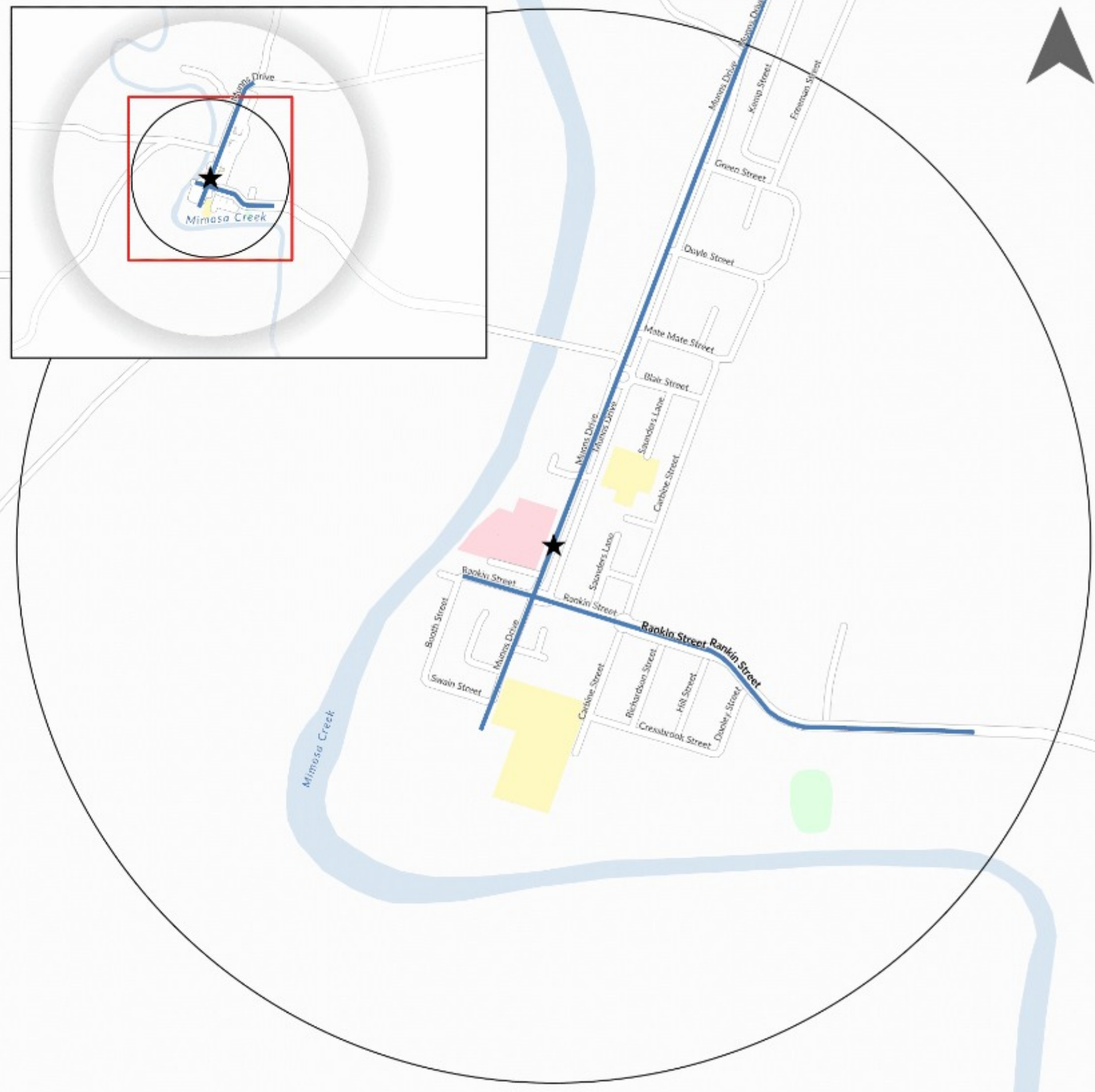
- ★ Primary Destination
- 1km Buffer
- 2km Buffer
- Principal Cycle Network Plan
- Major Roads
- Local Roads
- Waterways
- Water Bodies
- Parks and open space
- Educational Facility
- Health and Medical Facility
- Primary Production



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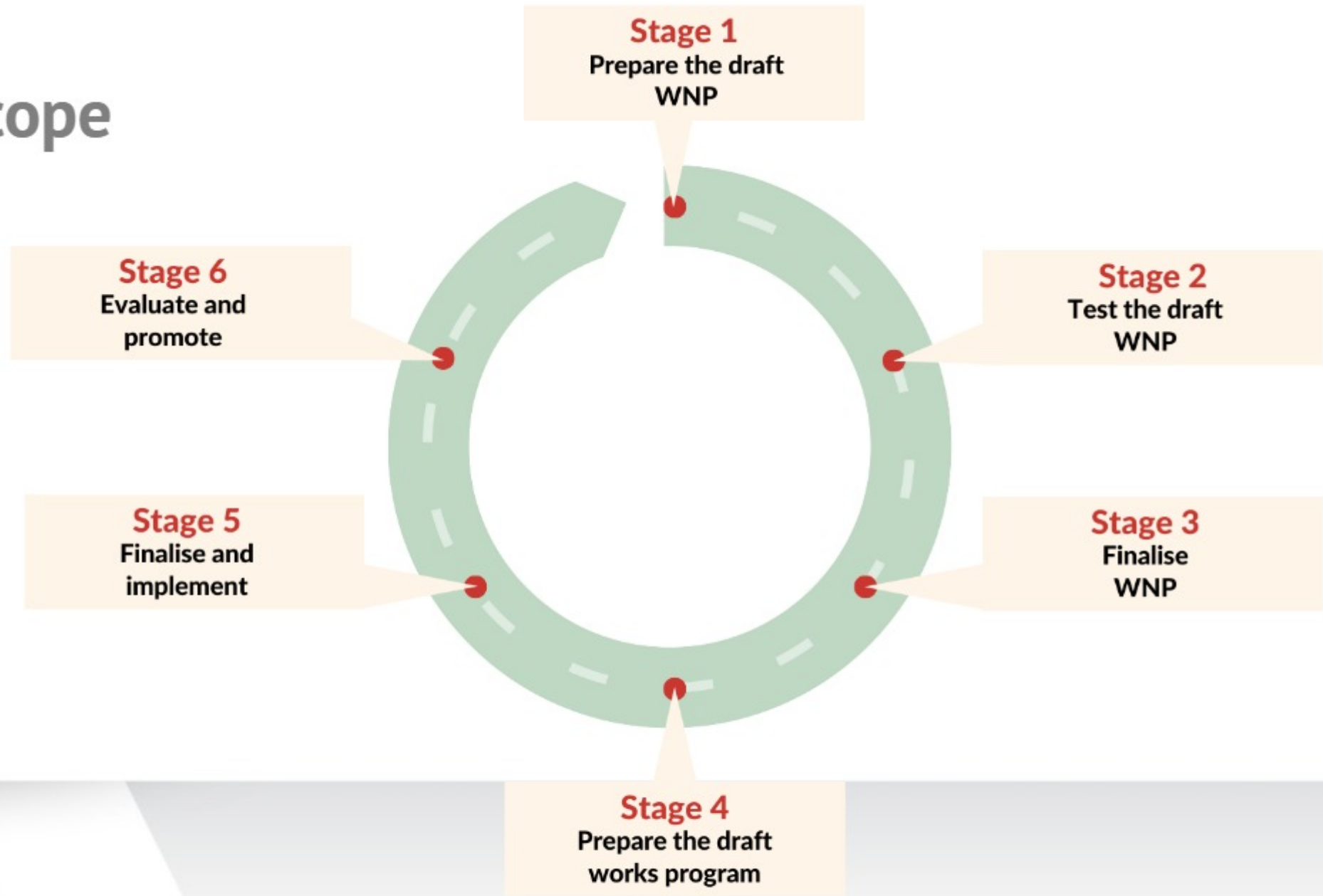
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 © Queensland Government Department of Resources  
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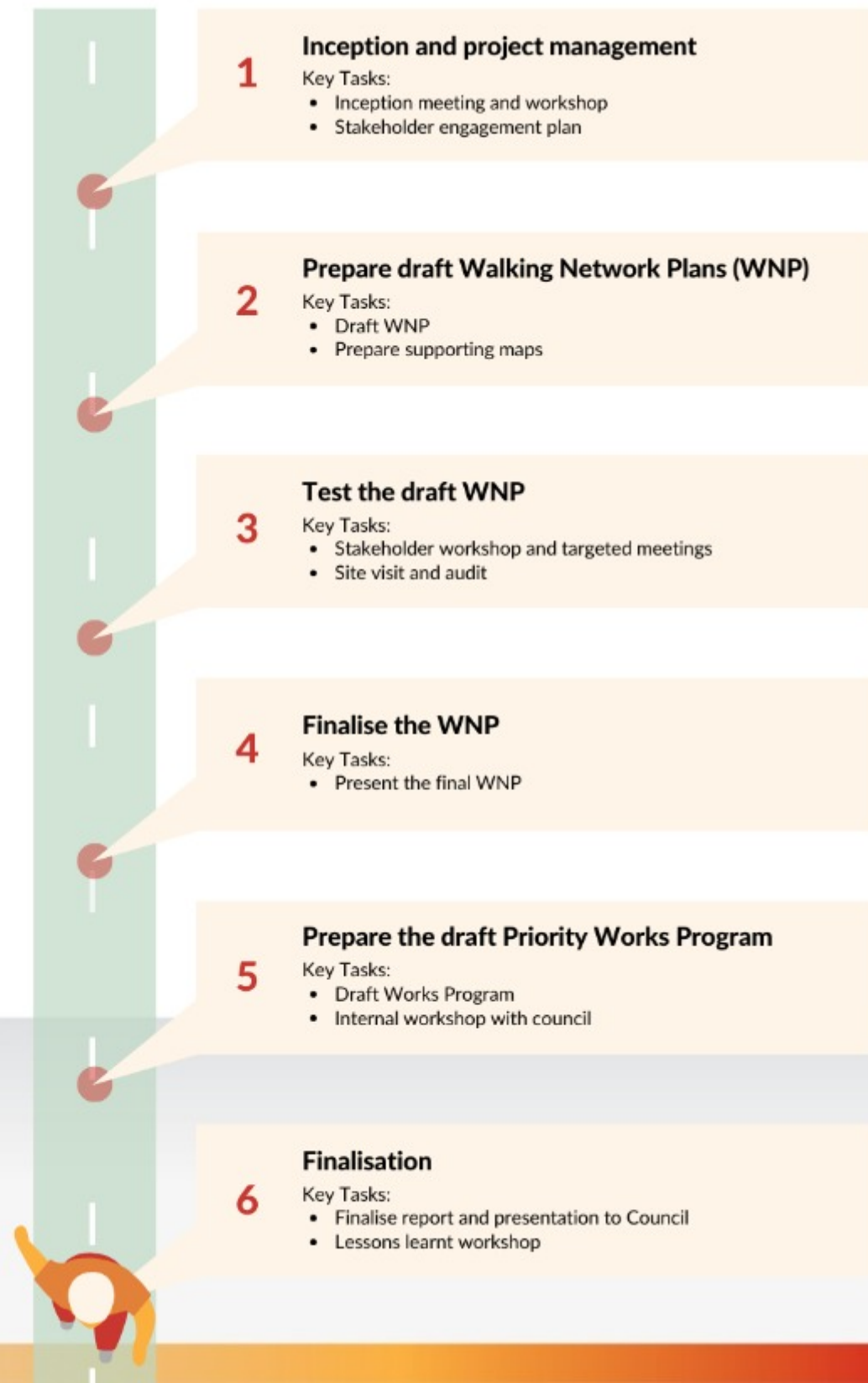
# Project Scope

Not in scope

Not in scope



# Methodology



# Timing

Feb '24 | Mar '24 | Apr '24 | May '24 | Jun '24 | Jul '24 | Aug '24 | Sept '24

## Task 1

Project management & inception

## Task 2

Prepare draft WNP

3 weeks  
notice for  
invites

Need time to  
bring on new  
elected reps  
board, role  
and scope

## Task 3

Test draft WNP



## Task 4

Finalise WNP

## Task 5

Prepare draft works program

## Task 6

Finalisation

### Feedback on timing

- What WASC approval processes are required?
  - Council approval of WNP
  - Manager approval of PWP
- Can we achieve stakeholder workshop date (week of 27 May)?
- Aiming for completion (including all WASC/TMR reviews) by end of August.

# What does success look like?

Walking  
Network Plan

Priority Works  
Program

Building  
footpaths

Staged  
works  
program

seating,  
weather  
impacts -  
signage

Links to Healthy  
Country (ranger  
program) - flora  
and fauna links

Build  
connected  
footpaths

Links to sport  
and recreation  
and health  
outcomes

Community  
safety -  
lighting and  
exercise at  
night

On  
time

Inclusive

Signage -  
interpretive  
and safety

No access to  
pond from  
town - worn  
path, cemetery  
on way

# Woorabinda Planning Context

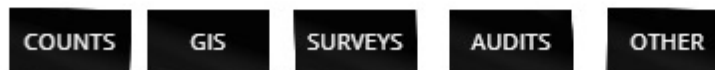


## Background data

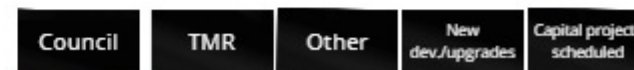
- Is there any relevant data on walking for Woorabinda?
- What reports, planning or projects are important for the project?

Cost - need staged so affordable, identify funding sources opportunities

## Data Availability



## Relevant Planning



Mimosa Creek Pathway plan

School crossing improvements

Bus route - approx four times a day around community

Shelter? For collection points e.g northern end of town x 2



# Issues and Opportunities



What are the local issues and opportunities in Woorabinda?

Issues

Opportunities

## Woorabinda WNP Land Use, PCN, Pathways, and Crossings

### Legend

Woorabinda

- ★ Primary Destination
- 1km Buffer
- 2km Buffer

Crossing Points (Existing)

- Uncontrolled Crossing
- Zebra Crossing
- Footpaths (Existing)
- Principal Cycle Network Plan

Zones and Land Use

- Parks and open space
- Educational Facility
- Health and Medical Facility
- Primary Production

0 300 600 m



Map Scale (A4) - 1:8,000

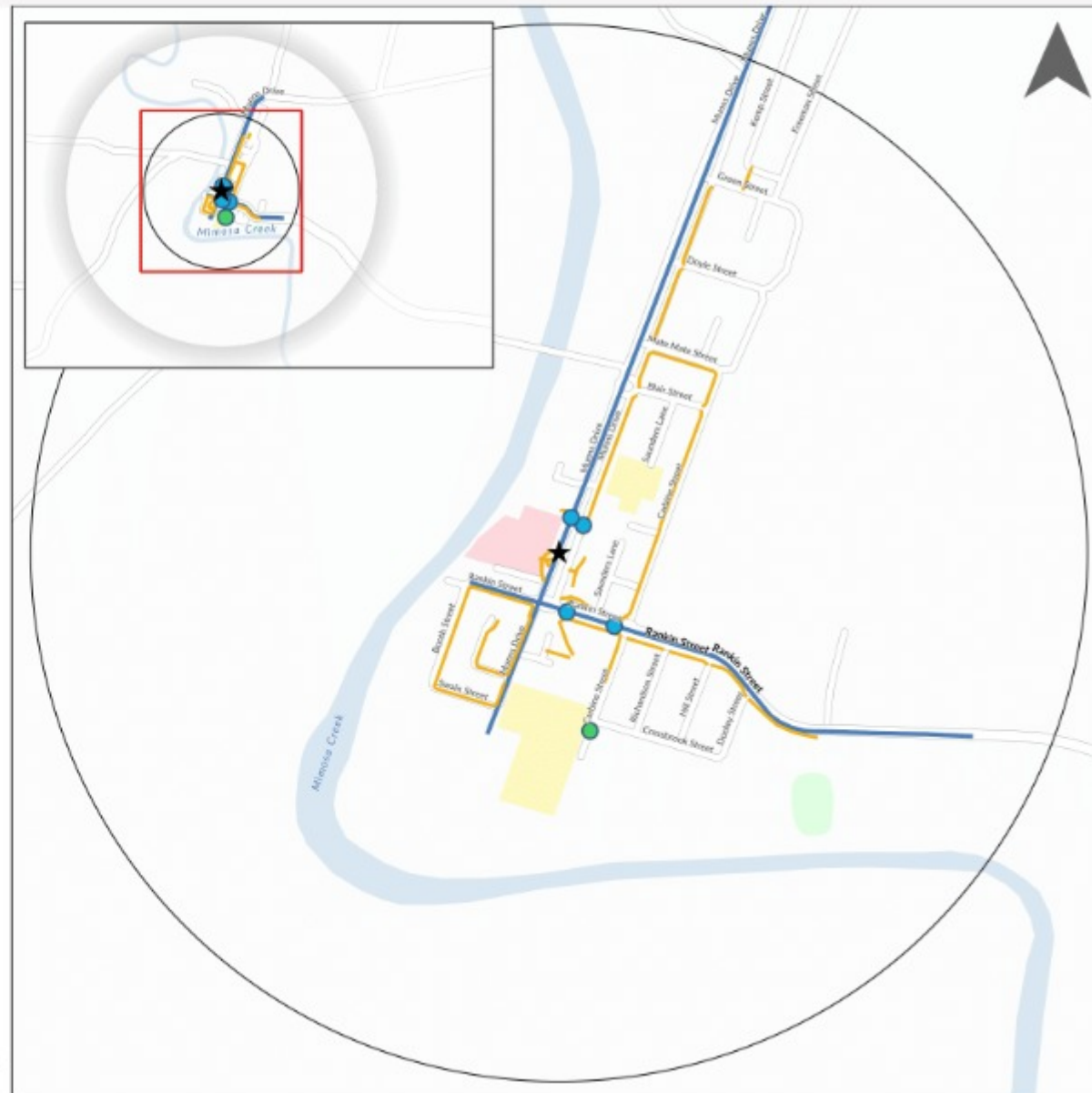


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Version	1
Status	Draft

Map Data:

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# Woorabinda WNP

## PCN, Pathways, and Crossings

### Legend

- Woorabinda
- ★ Primary Destination
- 1km Buffer
- 2km Buffer
- Crossing Points (Existing)
  - Uncontrolled Crossing
  - Zebra Crossing
- Footpaths (Existing)
- Principal Cycle Network Plan



0 300 600 m



Map Scale (A4) - 1:8,000



Version	1
Status	Draft

Map Data:  
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# Draft Walking Network Plan



## Edits required to draft WNP before stakeholder workshop?

- Include Mimosa Creek proposed alignment?
- Include whole length of Munns Drive (to align with Principal Cycle Network)?
- 

## Woorabinda WNP Walking Network Plan

### Legend

#### Woorabinda

- ★ Primary Destination - Town Centre
- 1km Walkable Catchment
- 2km Walkable Catchment
- 1km Buffer
- 2km Buffer

#### Pathway Network

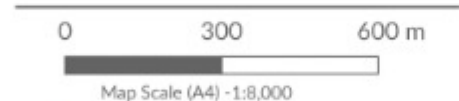
- Primary Route
- Secondary Route

#### Secondary Destinations

- 🛒 Shopping Centre
- 🏥 Health Facility
- 🎓 Education Facility
- 🏃 Recreation Facility
- 🏘️ Community Facility
- 📍 Other

#### Zones and Land Use

- 🌳 Parks and open space
- 🎓 Educational Facility
- 🏥 Health and Medical Facility
- 🏠 Primary Production




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planning  
ztp.com.au

Version	1
Status	Draft

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# Stakeholder Engagement



## Our approach



1 Venue

2 Workshop timing

3 Requirements

# Stakeholder Engagement



## Stakeholder list

### GOVERNMENT

WASC Councillor(s)	WASC staff (tbc)	State Member for Gregory
Department of Transport and Main Roads - District Representative	Department of Transport and Main Roads - Walking Team	Department of Transport and Main Roads - Road Safety
Department of Communities, Housing, and Digital Economy	Department of Seniors, Disability, and Aboriginal and Torres Strait Islander Partnerships	Department of Sport and Recreation
Department of Seniors, Disability, and Aboriginal and Torres Strait Islander Partnerships	Woorabinda Police Station	Woorabinda Multipurpose Health Facility

### COMMUNITY

Woorabinda State School	Woorabinda State School P&C	Wadja Wadja High School	Undoono Childcare Centre
PCYC Woorabinda	Youth Services	Woorabinda Indigenous Knowledge Centre	CQ Indigenous Development
Cathy Freeman Foundation	Wadja & Gungaloo Elders	Indigenous Workstars Woorabinda	Women's Group
Men's Group	Queenslanders with Disability Network	Yoonthalla Health and Wellbeing Service	Woorabinda Warriors Rugby
Other sporting groups/clubs	Queensland Walks	The Heart Foundation	

### OTHER

Aged care facility	Hospital staff	Foodworks
Australia Post Woorabinda	Dr. Mary (Local GP)	Woorabinda Rangers
APM Employment Services Woorabinda	Woorabinda swimming pool/gym	10,000 Steps
Dr Jordan	Sister Celia - church in middle of town	



**Any other questions we can follow up on or things we didn't get to?**

**Q&A**





## Next steps...

### Project team

Issues, Opportunities, Constraints, Desire lines, Mapping

Update Draft WNP for workshop

### Council and project team

Workshop organisation and preparation

Brief Council  
May  
Stakeholder engagement  
June

First Council meeting tomorrow, then window to brief, similar to today - what happening

### Priority actions

Agree on primary and secondary destinations

Finalise stakeholder invite list, workshop timing and venue

Finalise pop-up stall location(s)/ school engagement

talk to Elders Douglas (indigenous knowledge centre)

### Contacts

-



**DATE/TIME:**

9:30 am - 12:00 pm  
Wed, 17 July 2024



**LOCATION:**

Opal Hall,  
Woorabinda



**OBJECTIVE:**

Stakeholder workshop to seek information and direction for the Woorabinda Walking Network Plan and Action Program

**ATTENDEES:**

**Jason Smith (JS)**

Woorabinda Aboriginal Shire Council (WASC)

**Anetta Vanitallie (AV)**

CQ University – 10,000 steps

**Samana Sukaserm (SS)**

Murrup

**Douglas Graham (DG)**

Indigenous Knowledge Centre (IKC)

**Stephanie Edwards (SE)**

Zwart Transport Planning

**Melissa Findlay (MF)**

Dept. Tourism and Sport

**Colin Edmonston (CE)**

Transport Mains and Road (TMR) – Road Safety

**Khanita Sukaserm (KS)**

Murrup

**Michelle Leisha (MA)**

Ghungalu Investments

**Xanthia Dubler (XD)**

Zwart Transport Planning

**Anne Campbell (AC)**

QLD Walks

**Traditional owner representatives (x 2)**

**Dakota Saltner (DS)**

Murrup

**Milton Lawton (ML)**

Elder and primary school staff member

**AGENDA ITEM**

**ACTION**

**1. Welcome and introductions**

SE welcomed everyone, provided a brief overview of project and undertook an acknowledgement of country.

Slides including purpose and background presented by ZTP at the workshop are included in Attachment E.

**2. Walking experience and discussion**

XD briefed attendees on the walking audit activity. Participants took notes in the audit logs provided (see Attachment A) and were involved in discussions to identify good and bad aspects of two key locations. The experience exercise identified the following:

- Spot 1: walked to Rankin Street along the provided footpath to observe the pedestrian crossing and Rankin Street environment. People drove slowly thanks to the speed humps at crossing points. Generally good pedestrian facilities with separation from traffic, areas to sit and spend time (including bench seating, park or red shed). Limited shade would make the area uncomfortable in summary with seating rarely used.
- Spot 2: continued west to observe the roundabout operation and crossing facilities. People cross through roundabout on desire lines; however, no crossing is provided. Footpaths are not provided around the corner near Munns Drive/Rankin Street. The group discussed opportunities for shared zone, stop signage, crossing provision and more.

### 3. Walking vision group activity

SE introduced the walking vision exercise and handed out sticky notes. Attendees were asked to write down their visions for walking in Woorabinda and encouraged to think about other users besides themselves, such as people with mobility challenges, parents with prams, kids walking to school etc.

ZTP grouped post-its of similar themes and discussed them with the group (Attachment B).  
Common themes:

#### Safe and connected

- Safety for children walking to school (e.g. fenced walkway)
- Lighting
- Smooth surfaces
- Safe spaces

#### Amenity

- Shade (including shelters for rest areas)
- Natural environment
- Beautiful and colourful
- Easy access

#### Social and recreation

- Walking tracks out of the township
- Place for culture and community
- Exercise
- People on street

The feedback will be incorporated into the walking vision.

---

### 4. Draft Walking Network Plan review:

The draft WNP maps were provided in hard copy on each table for review. XD described the process in which the draft Walking Network Plan (WNP) was prepared and why it was important to shape the plan in collaboration with the key stakeholders given their local knowledge and experience.

Key changes from reviewing the WNP included including the trails on the outskirts of town as secondary routes, ensuring primary connections reach the school entrances, including the connection to the football ground as a secondary route, reallocating primary or secondary routes to higher use roads.

Participants collectively reviewed the draft WNP, with markups and comments on three maps (Attachment C).

---

### 5. Potential works and priorities

Participants were asked to suggest their top potential priorities for the area by writing them on sticky notes, which were then categorised into themes on butchers' paper for discussion. Stakeholders were then invited to vote on their top 3 priorities using sticky-dots.

The final outcomes of the activity are provided in Attachment D with the priorities that emerged being:

1. School connections and safety (8 votes)
-

2. Bus stop infrastructure (benches, pick-up areas, seating, shade) (7 votes)
  3. Lighting (4 votes)
  4. Places to gather, and nature play (3 votes)
  5. Zebra and wombat crossings (2 votes)
  6. More footpath extensions (1 vote)
  7. Shade (1 vote)
  8. Increased signage to slow and stop vehicles (1 vote)
- 

## 6. Potential route actions/works discussion.

The activity focused on participants identifying actions that could be undertaken to improve walking facilities in the study area. The results are provided as actions on the maps in Attachment C with several key actions including:

- Recommendations on crossing locations
  - Recommendations on footpath locations
    - Between Woorabinda State School and the football ground
    - On the outskirts of town along existing dirt trails
  - Recommendations for footpath widening on Munns Drive
  - Need for lighting through central areas and laneways
  - Improve facilities near Woorabinda State School, including footpath and crossing improvement
  - Markup of school bus pick-up locations for further investigation of shelter infrastructure
  - Improve safety at Munns Drive/Rankin Street intersection
- 

## 7. Close

SE described next step for the project as:

- Incorporate comments and feedback into an updated version of the Walking Network Plan
- Develop priority works program with the recommended works provided.

Slides presented in the workshop are included in Attachment E.

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*Following the workshop, two pop-ups were held in Woorabinda at the Red Shed on Rankin St (15:00-16:30 on 17 July) and outside the Foodworks (10:00-12:00 on 18 July) to capture the feedback from community. The outcomes are provided in Attachment F.*



# Attachment A: Walking Experience Feedback



## WALKING USER EXPERIENCE CRITERIA

WALKING NETWORK PLAN - TEAM 2



### Instructions:

Take two minutes to observe the public space and reflect on how it makes you feel. Consider the needs and abilities of different users. Use happy, neutral, or sad faces to score each criterion positively, neutrally, or negatively. Feel free to take any additional notes if needed.

😊 = YES  
 😐 = IN BETWEEN  
 ☹️ = NO

<b>SAFETY</b>	<p><b>Protection against traffic and accidents</b> Do you feel safe walking without the fear of being hit by a driver? Would you feel safe walking at night?</p> <p>Spot 1   Spot 2</p> <p>😊  </p>	<p><b>Accessibility</b> Is the space free of physical elements that might limit personal mobility? How is the quality of the footpath?</p> <p>Spot 1   Spot 2</p> <p>   </p>	<p><b>Notes</b> THIS SPACE WILL IMPROVE WITH THE INSTALLATION OF COMMUNITY HUB.</p>
<b>COMFORT</b>	<p><b>Protection against unpleasant sensory experience.</b> Are there enough trees and shade to make the street pleasant to walk on during the summer? Is it the space free of any sources of noise, or pollution?</p> <p>Spot 1   Spot 2</p> <p>😊   😐</p>	<p><b>Options for rest and socialize:</b> Are there good seating options? Are they placed in accessible/good locations?</p> <p>Spot 1   Spot 2</p> <p>   </p>	<p>MORE PATHS REQUIRED ROUND THE INTERSECTION ON BROWN DR. SEATING IS PRESENT. SVA SLOWING/STOPPING TRAFFIC WOULD ASSIST IN TRAFFIC SAFETY.</p>
<b>ATTRACTIVENESS</b>	<p><b>Quality of the ground-floor</b> Is it active, boring, or friendly? Are there any reasons for pedestrians to stop, spend time, or walk slowly?</p> <p>Spot 1   Spot 2</p> <p>😊  </p>	<p><b>Experience of aesthetic qualities and positive sensory experiences:</b> Is the street attractive and well-designed? Are there any details that catch your attention, such as colors or flowers?</p> <p>Spot 1   Spot 2</p> <p>   </p>	<p>STREETS ARE BEAUTIFUL VEGE WILL NEED CONSTANT MAINTENANCE.</p>

\*This criteria is an adapted version of "Twelve quality criteria" developed by Gehl.

## WALKING USER EXPERIENCE CRITERIA

WALKING NETWORK PLAN - TEAM 2



### Instructions:

Take two minutes to observe the public space and reflect on how it makes you feel. Consider the needs and abilities of different users. Use happy, neutral, or sad faces to score each criterion positively, neutrally, or negatively. Feel free to take any additional notes if needed.

😊 = YES  
 😐 = IN BETWEEN  
 ☹️ = NO

<b>SAFETY</b>	<p><b>Protection against traffic and accidents</b>                      Do you feel safe walking without the fear of being hit by a driver? Would you feel safe walking at night?</p> <p>Spot 1: 😊      Spot 2: ☹️</p>	<p><b>Accessibility</b>                      Is the space free of physical elements that might limit personal mobility? How is the quality of the footpath?</p> <p>Spot 1: 😐      Spot 2: 😐</p>	<p><b>Notes</b>                      Spot 1 - connect all pathways possible shared space or intersection.                      Spot 2 - add footpaths @ desire lines - connect residential Munns Dve to council.</p>
<b>COMFORT</b>	<p><b>Protection against unpleasant sensory experience.</b>                      Are there enough trees and shade to make the street pleasant to walk on during the summer? Is it the space free of any sources of noise, or pollution?</p> <p>Spot 1: 😐      Spot 2: ☹️</p>	<p><b>Options for rest and socialize:</b>                      Are there good seating options? Are they placed in accessible/good locations?</p> <p>Spot 1: 😊      Spot 2: ☹️</p>	<p>Spot 1 - additional trees near seating could improve comfort.                      Spot 2 - inc seating? Move shade trees?</p>
<b>ATTRACTIVENESS</b>	<p><b>Quality of the ground-floor</b>                      Is it active, boring, or friendly? Are there any reasons for pedestrians to stop, spend time, or walk slowly?</p> <p>Spot 1: 😊      Spot 2: ☹️</p>	<p><b>Experience of aesthetic qualities and positive sensory experiences:</b>                      Is the street attractive and well-designed? Are there any details that catch your attention, such as colors or flowers?</p> <p>Spot 1: 😐      Spot 2: 😐</p>	<p>Spot 1 - wider footpaths to facilitate mixed access.                      Spot 2 - Past multipurpose court. could consider art on fence.</p>

\*This criteria is an adapted version of "Twelve quality criteria" developed by Gehl.

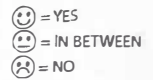
## WALKING USER EXPERIENCE CRITERIA

WALKING NETWORK PLAN - TEAM 2



### Instructions:

Take two minutes to observe the public space and reflect on how it makes you feel. Consider the needs and abilities of different users. Use happy, neutral, or sad faces to score each criterion positively, neutrally, or negatively. Feel free to take any additional notes if needed.



<b>SAFETY</b>	<p><b>Protection against traffic and accidents</b> Do you feel safe walking without the fear of being hit by a driver? Would you feel safe walking at night?</p> <p>Spot 1: 😊 Spot 2: ☹️</p>	<p><b>Accessibility</b> Is the space free of physical elements that might limit personal mobility? How is the quality of the footpath?</p> <p>Spot 1: 😊 Spot 2: ☹️</p>	<p><b>Notes</b> Presence of footpath &amp; raised pedestrian crossing - improvements could be made. New wompats to be continuous walkway.  *lower speeds *traffic calming *shared spaces</p>
<b>COMFORT</b>	<p><b>Protection against unpleasant sensory experience.</b> Are there enough trees and shade to make the street pleasant to walk on during the summer? Is it the space free of any sources of noise, or pollution?</p> <p>Spot 1: ☹️ Spot 2: 😐</p>	<p><b>Options for rest and socialize:</b> Are there good seating options? Are they placed in accessible/good locations?</p> <p>Spot 1: 😐 Spot 2: 😐</p>	<p>Some established trees. very hot community ~ more shade trees needed along pathways.  Seating available but not connected to accessible footpaths.</p>
<b>ATTRACTIVENESS</b>	<p><b>Quality of the ground-floor</b> Is it active, boring, or friendly? Are there any reasons for pedestrians to stop, spend time, or walk slowly?</p> <p>Spot 1: 😐 Spot 2: 😐</p>	<p><b>Experience of aesthetic qualities and positive sensory experiences:</b> Is the street attractive and well-designed? Are there any details that catch your attention, such as colors or flowers?</p> <p>Spot 1: 😐 Spot 2: 😐</p>	<p>Lots of potential, especially a desired and popular intersection</p>

\*This criteria is an adapted version of "Twelve quality criteria" developed by Gehl.

# WALKING USER EXPERIENCE CRITERIA

WALKING NETWORK PLAN - TEAM 2



## Instructions:

Take two minutes to observe the public space and reflect on how it makes you feel. Consider the needs and abilities of different users. Use happy, neutral, or sad faces to score each criterion positively, neutrally, or negatively. Feel free to take any additional notes if needed.

- 😊 = YES
- 😐 = IN BETWEEN
- ☹️ = NO

<b>SAFETY</b>	<p><b>Protection against traffic and accidents</b> Do you feel safe walking without the fear of being hit by a driver? Would you feel safe walking at night?</p> <p>Spot 1: Yes 😊</p> <p>Spot 2: 😐</p>	<p><b>Accessibility</b> Is the space free of physical elements that might limit personal mobility? How is the quality of the footpath?</p> <p>Spot 1: Issues - 😐</p> <p>Spot 2: 😐</p>	<p><b>Notes</b></p> <p>1. Speed hump works -</p> <p>Missing footpath -</p> <p>Desire lines diagonally -</p>
<b>COMFORT</b>	<p><b>Protection against unpleasant sensory experience.</b> Are there enough trees and shade to make the street pleasant to walk on during the summer? Is it the space free of any sources of noise, or pollution?</p> <p>Spot 1: 😐</p> <p>Spot 2: 😐</p>	<p><b>Options for rest and socialize:</b> Are there good seating options? Are they placed in accessible/good locations?</p> <p>Spot 1: 😊</p> <p>Spot 2: 😐</p>	
<b>ATTRACTIVENESS</b>	<p><b>Quality of the ground-floor</b> Is it active, boring, or friendly? Are there any reasons for pedestrians to stop, spend time, or walk slowly?</p> <p>Spot 1: 😊</p> <p>Spot 2: 😊</p>	<p><b>Experience of aesthetic qualities and positive sensory experiences</b> Is the street attractive and well-designed? Are there any details that catch your attention, such as colors or flowers?</p> <p>Spot 1: 😊</p> <p>Spot 2: 😊</p>	

\*This criteria is an adapted version of "Twelve quality criteria" developed by Gehl.

## WALKING USER EXPERIENCE CRITERIA

WALKING NETWORK PLAN - TEAM 2



Instructions:

Take two minutes to observe the public space and reflect on how it makes you feel. Consider the needs and abilities of different users. Use happy, neutral, or sad faces to score each criterion positively, neutrally, or negatively. Feel free to take any additional notes if needed.

😊 = YES  
 😐 = IN BETWEEN  
 ☹️ = NO

<b>SAFETY</b>	<p><b>Protection against traffic and accidents</b> Do you feel safe walking without the fear of being hit by a driver? Would you feel safe walking at night?</p> <p>Spot 1   Spot 2</p> <p>😊   😐</p>	<p><b>Accessibility</b> Is the space free of physical elements that might limit personal mobility? How is the quality of the footpath?</p> <p>Spot 1   Spot 2</p> <p>😊   😐</p>	Notes
<b>COMFORT</b>	<p><b>Protection against unpleasant sensory experience.</b> Are there enough trees and shade to make the street pleasant to walk on during the summer? Is it the space free of any sources of noise, or pollution?</p> <p>Spot 1   Spot 2</p> <p>😊   😐</p>	<p><b>Options for rest and socialize:</b> Are there good seating options? Are they placed in accessible/good locations?</p> <p>Spot 1   Spot 2</p> <p>😊   😐</p>	
<b>ATTRACTIVENESS</b>	<p><b>Quality of the ground-floor</b> Is it active, boring, or friendly? Are there any reasons for pedestrians to stop, spend time, or walk slowly?</p> <p>Spot 1   Spot 2</p> <p>😊   😐</p>	<p><b>Experience of aesthetic qualities and positive sensory experiences:</b> Is the street attractive and well-designed? Are there any details that catch your attention, such as colors or flowers?</p> <p>Spot 1   Spot 2</p> <p>😊   😐</p>	

\*This criteria is an adapted version of "Twelve quality criteria" developed by Gehl.

# Attachment B: Walking Vision



# Vision

SAFE SPACES.

SAFE +  
CONNECTED

Kid safe

SCHOOL SAFETY  
- FENCED WALK WAY

safety

Lighting

SMOOTH  
SURFACES.

Shaded  
- cool +  
covered

EASY  
ACCESS.

Natural  
environment

SHADED  
REST  
AREAS.

culture

Community

OUT OF COMMUNITY  
WALK TREK.

Beautiful  
& colorful.

EXERCISES.

Social

People  
on street

# Attachment C: WNP and PWP Feedback





# WNP updates

## Woorabinda WNP Walking network plan

### Legend

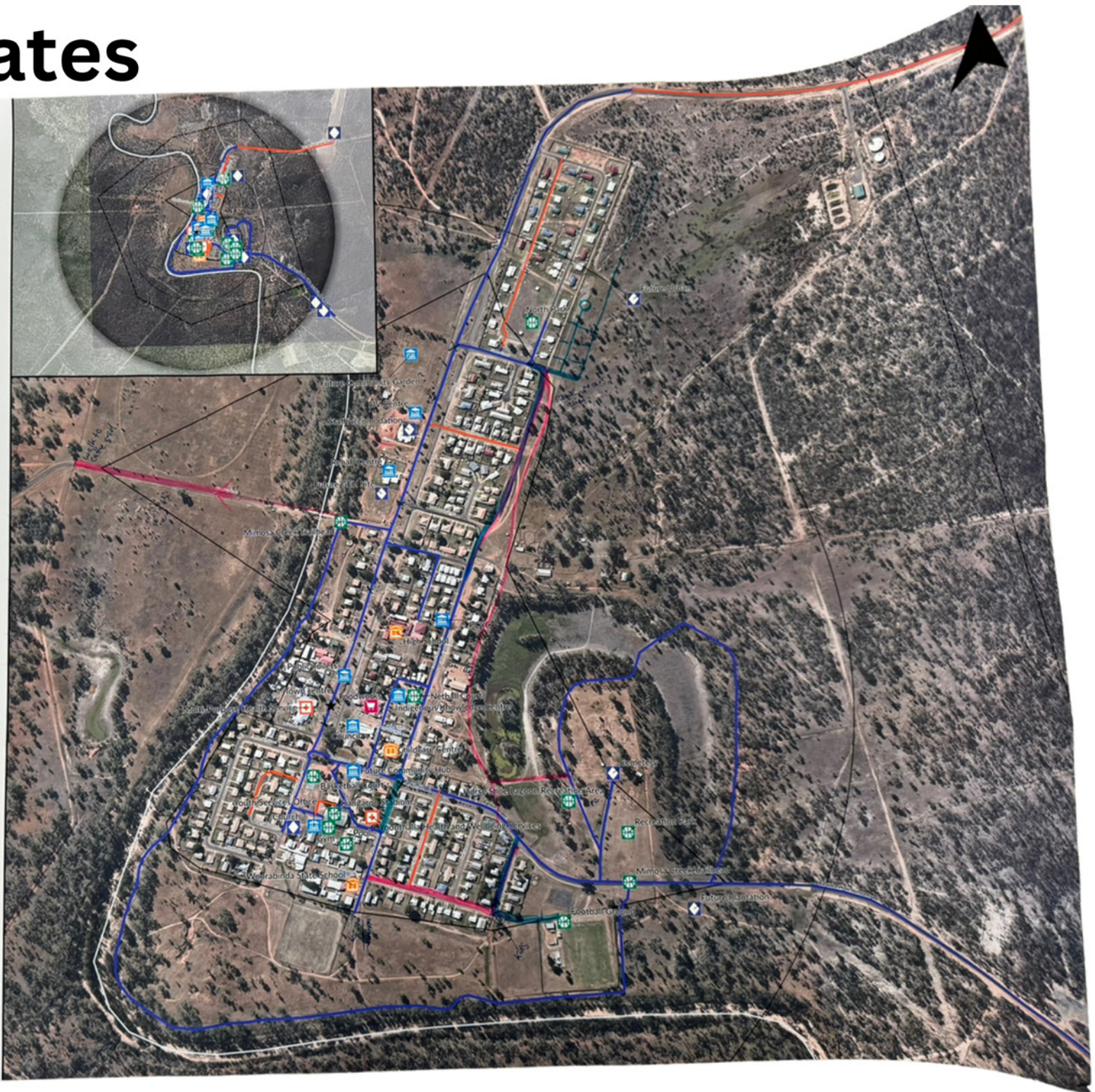
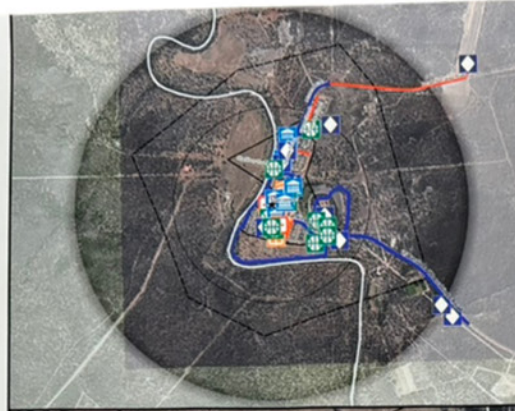
- ★ Primary destination
- 1km buffer
- 2km buffer
- 1km walkable catchment
- 2km walkable catchment
- ▬ Major roads
- ▬ Local roads
- ▬ Waterways
- ▬ Property boundaries

### Secondary destinations

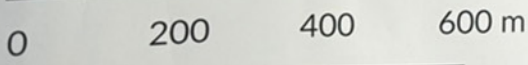
- 🛒 Shopping centre
- 🏥 Health facility
- 🎓 Education facility
- 🏡 Recreation facility
- 🏠 Community facility
- 📍 Other

### Walking network

- ▬ Primary route
- ▬ Secondary route



*mark flag route*



Map Scale (A1) - 1:2,600



zwart  
transport  
planning  
ztp.com.au

Version	2
Status	Draft

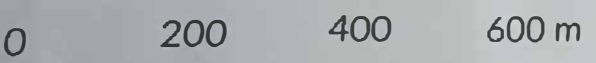
# Woorabinda WNP Walking network plan

## Legend

- ★ Primary destination
  - 1km buffer
  - 2km buffer
  - 1km walkable catchment
  - 2km walkable catchment
  - ▬ Major roads
  - ▬ Local roads
  - ▬ Waterways
  - ▬ Property boundaries
- pick*
- ### Secondary destinations
- 🛒 Shopping centre
  - 🏥 Health facility
  - 🎓 Education facility
  - 🏠 Recreation facility
  - 🏘️ Community facility
  - 📍 Other
- ### Walking network
- Primary route
  - Secondary route
- ### Zones and land use
- 🌳 Parks and open space
  - 🎓 Educational facility
  - 🏥 Health and medical facility

# Work recommendations

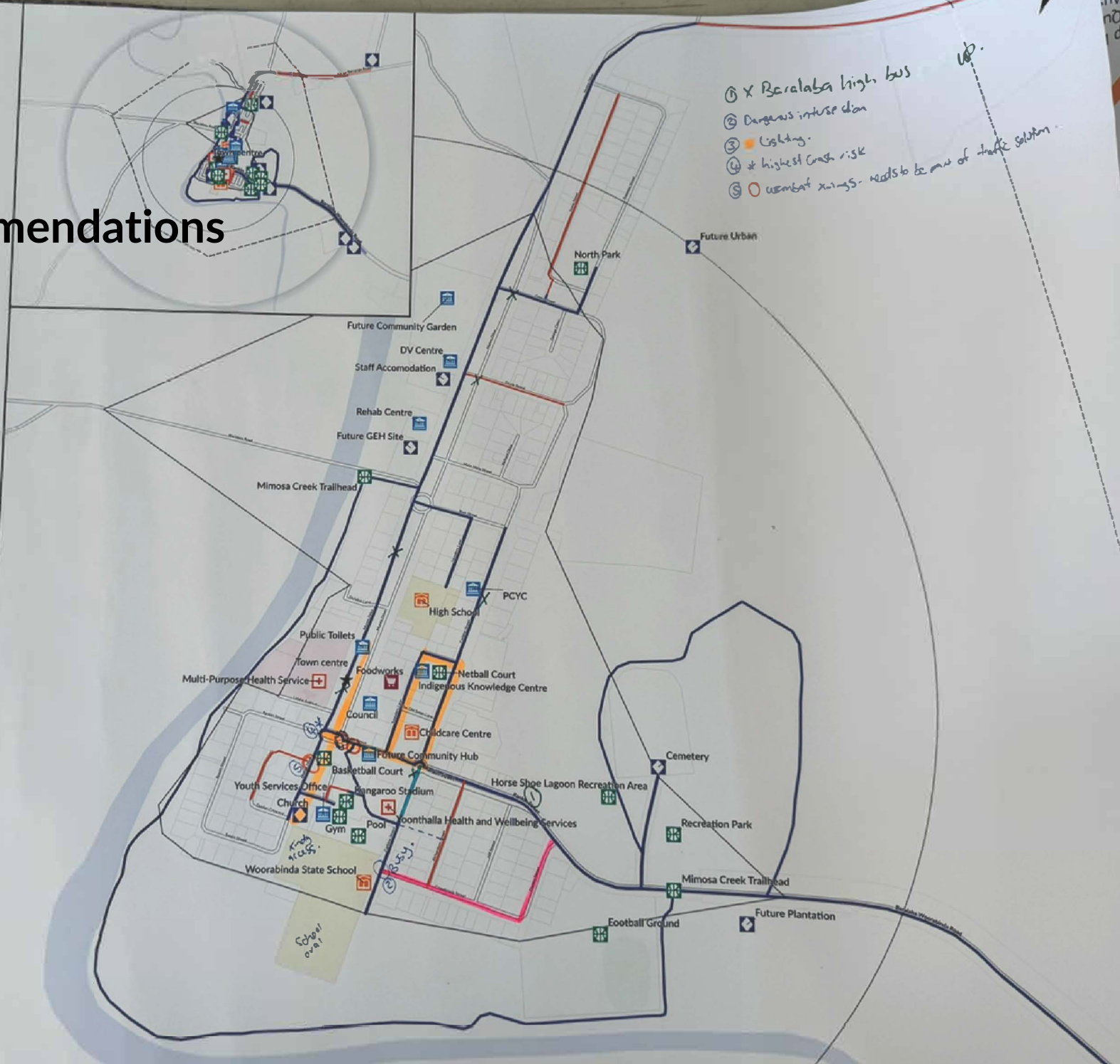
- ① X Baralaba high bus
- ② Dangerous intersection
- ③ Lighting
- ④ \* highest crash risk
- ⑤ roundabouts - needs to be more of traffic solution



Map Scale (A1) - 1:2,600



Version	2
Status	Draft



## Additional notes

primary school - path to connect (SNP?).

40km/h? TRB could look at eg. Gladstone blocks of 40km/h

health workers exercising - post airstrip & to damms

Safety, no high vis.

School priority - 3pm chaos.

Crossing to move to north side of school (SNP).

forced path w side of street.

New 10 year plan underway - may have community garden  
to cemetery.

## Attachment D: Works Priorities



# Priority

School Primary.  
1. Walk way.

2. Baralaba Bus Run  
School Pick up  
Area's.

3. Out of Community  
WALKS.

School

Schools

Focus effort  
on school  
areas/movements.

Shelters  
(shade  
+ seating)  
Bus

More  
footpath  
extensions

School  
Safety

1. School  
access  
safety

shade  
&  
seating

Shades

2. Comfort  
@ stops  
- trees  
- shade

3. Designate  
bus stops/  
meeting  
points -  
more safe.  
Points of pickup

2. We need  
more Zebra  
crossings in  
high traffic  
areas.

3. Lane ways  
need more  
lighting +  
zebra  
crossings

1. We need  
more speed  
bumps around  
high traffic  
areas.

Lighting

Natureplay  
playground

Welcom  
places  
to  
gather

(Gard/Sop)  
Signage  
to  
Align @  
Priority Routes  
(Improve Safety)



# Attachment E: Presentation Slides



# WOORABINDA WALKING NETWORK PLAN

## Stakeholder Workshop

17 July 2024






zwart transport planning

1

### Acknowledgement of Country

We would like to acknowledge and pay our respects to Elders past, present and emerging, to those who have passed before us, and to the members of the Aboriginal and Torres Strait Islander community.

We want to acknowledge the traditional custodians of the lands on which we live, work and meet today, and recognise that sovereignty was never ceded.



zwart transport planning




2



3

## Workshop purpose

- › Undertake a walking experience
- › Create a walking vision for Woorabinda
- › Review and ground truth a draft Walking Network Plan
- › Identify potential works and priorities for walking infrastructure improvements



4

# Agenda

9:30 | Acknowledgement and introductions

9:40 | Walking experience [group activity]

10:15 | Walking vision [group activity]

10:35 | Draft WNP [group activity]

11:05 | Potential works and priorities [presentation and group activity]

11:20 | Potential route actions/ works discussion [group activity]

11:55 | Close



5

## Walking Network Plan objectives



6

## Project purpose

- To encourage more people to walk more often
- To develop a Walking Network Plan for Innisfail which identifies a connected walkable network
- To create a prioritised program of works targeted at delivering walking infrastructure improvements

**Legend**

- ★ Primary destination - town centre
- 1km Buffer
- 1.5km Buffer
- ▬ Major Roads
- ▬ Local Roads
- ▬ Waterways
- ▬ Water bodies
- Zones and land use**
- ▬ Parks and open space
- ▬ Educational facility
- ▬ Health and medical facility

Scale: 0 0.2 0.4 0.6 km

7

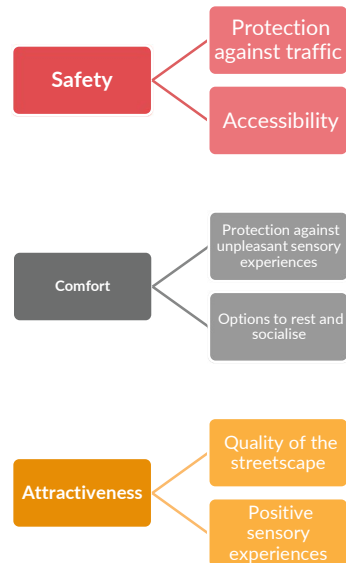
## Walking experience

**Walking experience**

8

## Walking experience

- You will be broken into two groups.
- Each group will be taken to two locations
- Use the criteria sheet provided to record your findings.



9

## Walking experience

### Safety

- Follow and listen to your group leader
- Use footpaths where possible
- Use designated crossing points
- Apply caution near obvious hazards
- Be observant and attentive while walking

### Think walking

- How do you feel when walking around the two locations?
- Are there opportunities for improvement?
- Are there any issues or barriers that make it difficult to walk?

### What to bring

- Hat and water
- Criteria sheet and pen
- Clipboard
- Apply sunscreen before leaving



10

# Walking experience criteria

## Instructions

We will visit 2 locations

- Take 2 minutes to observe the public space and reflect on how it makes you feel. Consider the needs and abilities of different users.
- Use happy, neutral or sad faces to score each criterion positively, neutrally or negatively.
- Add any additional notes

😊 = YES  
 😐 = IN BETWEEN  
 😞 = NO

SAFETY	<b>Protection against traffic and accidents</b> Do you feel safe walking without the fear of being hit by a driver? Would you feel safe walking at night?	Accessibility Is the space free of physical elements that might limit personal mobility? How is the quality of the footpath?		Notes
	Spot 1   Spot 2	Spot 1   Spot 2		
COMFORT	<b>Protection against unpleasant sensory experience.</b> Are there enough trees and shade to make the street pleasant to walk on during the summer? Is it the space free of any sources of noise, or pollution?	Options for rest and socialize: Are there good seating options? Are they placed in accessible/good locations?		
	Spot 1   Spot 2	Spot 1   Spot 2		
ATTRACTIVENESS	<b>Quality of the ground-floor</b> Is it active, boring, or friendly? Are there any reasons for pedestrians to stop, spend time, or walk slowly?	<b>Experience of aesthetic qualities and positive sensory experiences:</b> Is the street attractive and well-designed? Are there any details that catch your attention, such as colors or flowers?		
	Spot 1   Spot 2	Spot 1   Spot 2		



## Walking vision

### Defining walking

- Walking includes jogging, running and moving with the help of mobility device (such as a wheelchair, mobility cane or walking frame).

### Role of walking

- Everyone walks
- Every trip includes walking
- Walking is ideal for short trips
- Suitable for all ages and abilities

### Queensland Walking Strategy vision

- An easy choice for everyone, every day

### Woorabinda Aboriginal Shire Council local context

- Woorabinda – existing TMR Principal Cycle Network Plan
- Mimosa Creek Shared Pathway plans



13

## Creating a walking vision for Woorabinda

### Think about:

- Where do you like to walk now?
- What do you like about it?
- How does it make you feel?
- What do you wish for walking in Woorabinda?
- All users
- Opportunities for improvement
- What would make you walk more for more trips

### What to do:

- Write your vision ideas on the post-it notes and add it to the butcher's paper



14



15

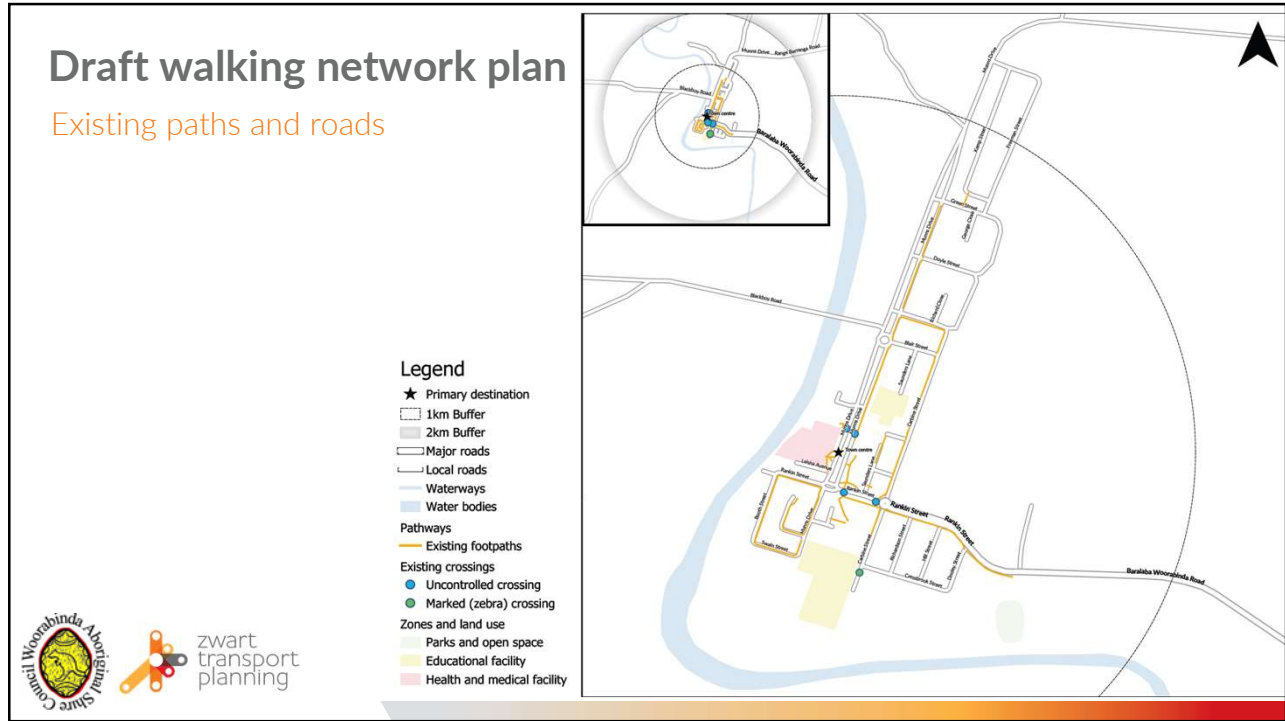
## Draft Walking Network Plan

### Process

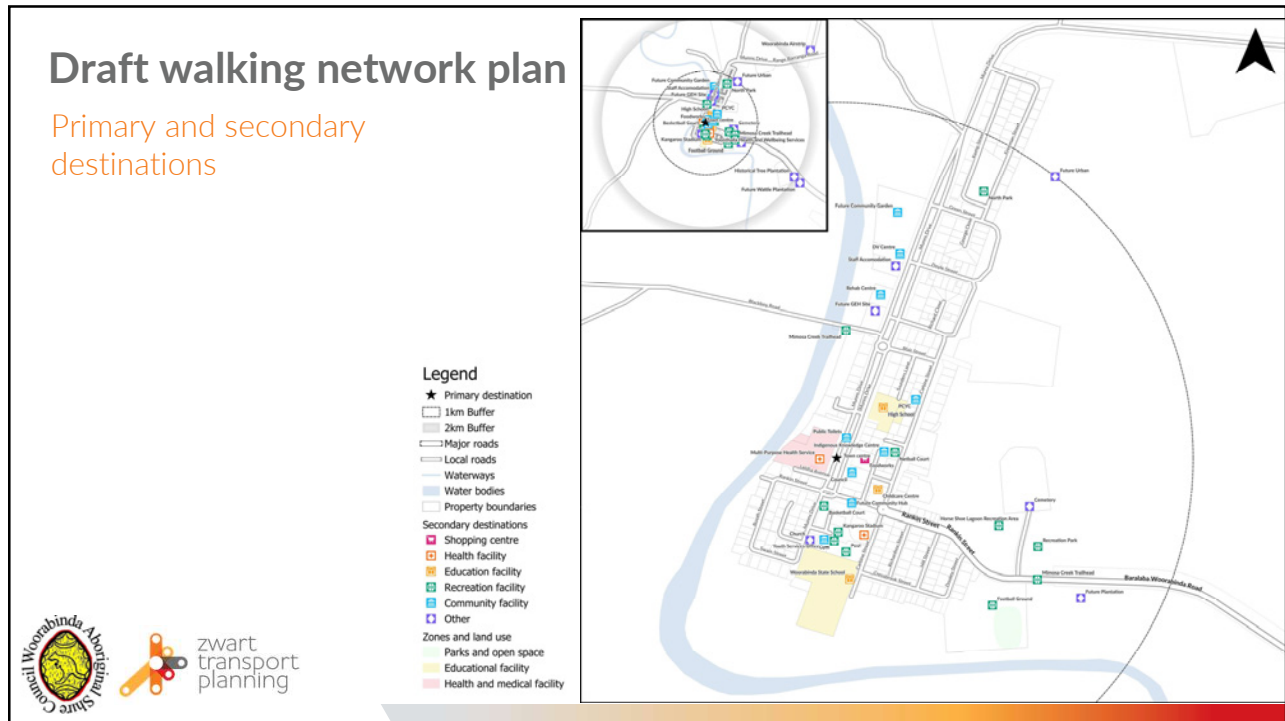
- Existing paths and roads
- Identify 'destinations'
- Define walkable catchment
- Identify shortest routes
- Incorporate existing plans for walking/cycling
- Draft Walking Network Plan

 A photograph showing a person's hands using a pencil to draw on a large sheet of paper on a table. There are other drafting tools like a ruler and a roll of paper nearby.

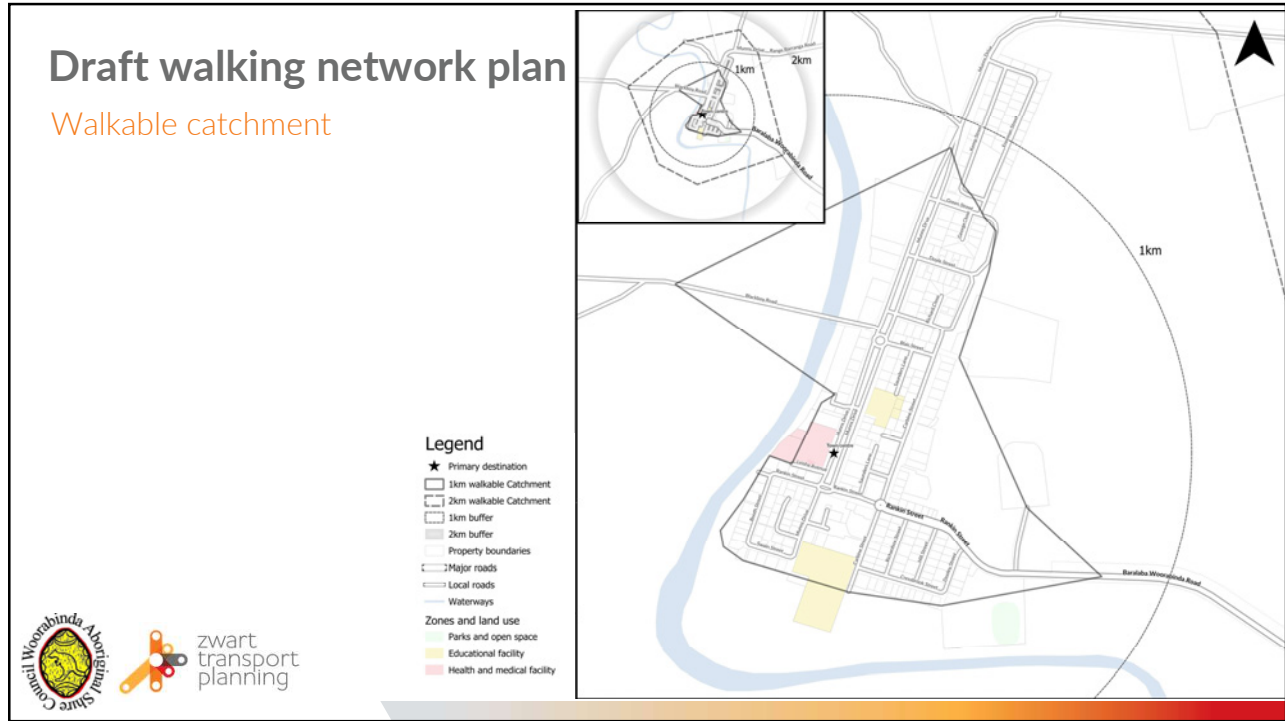
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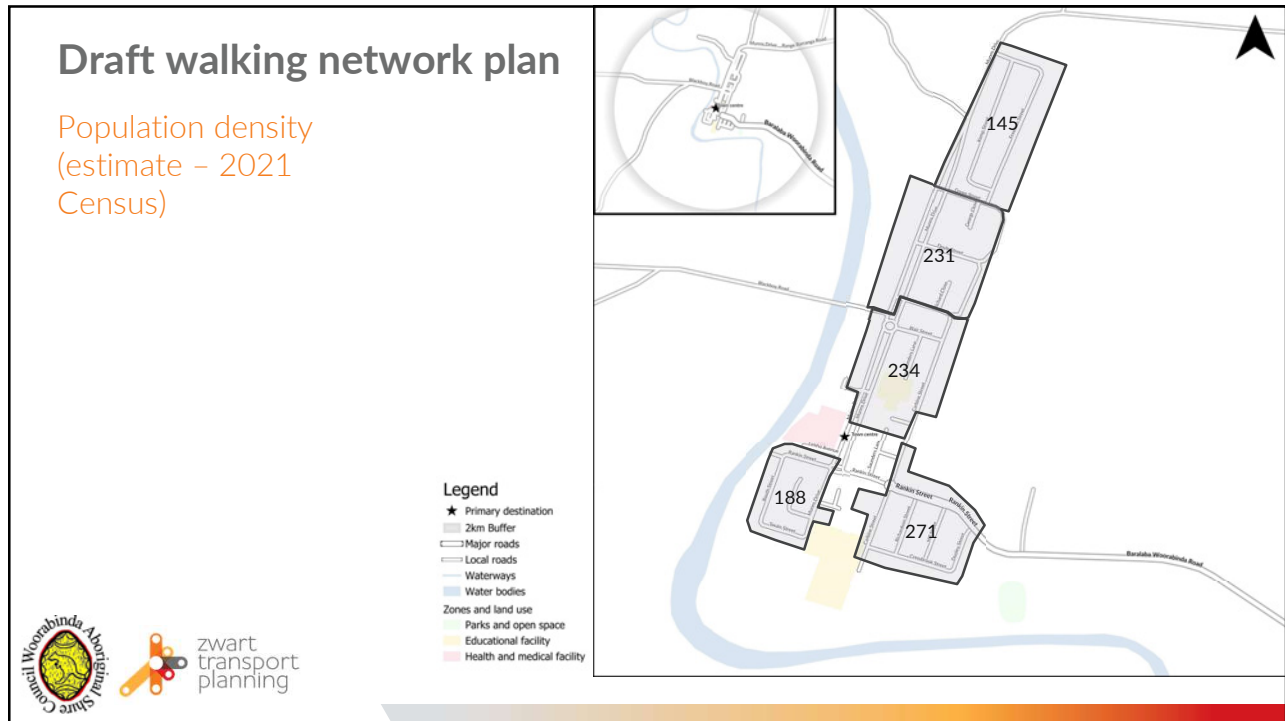
17



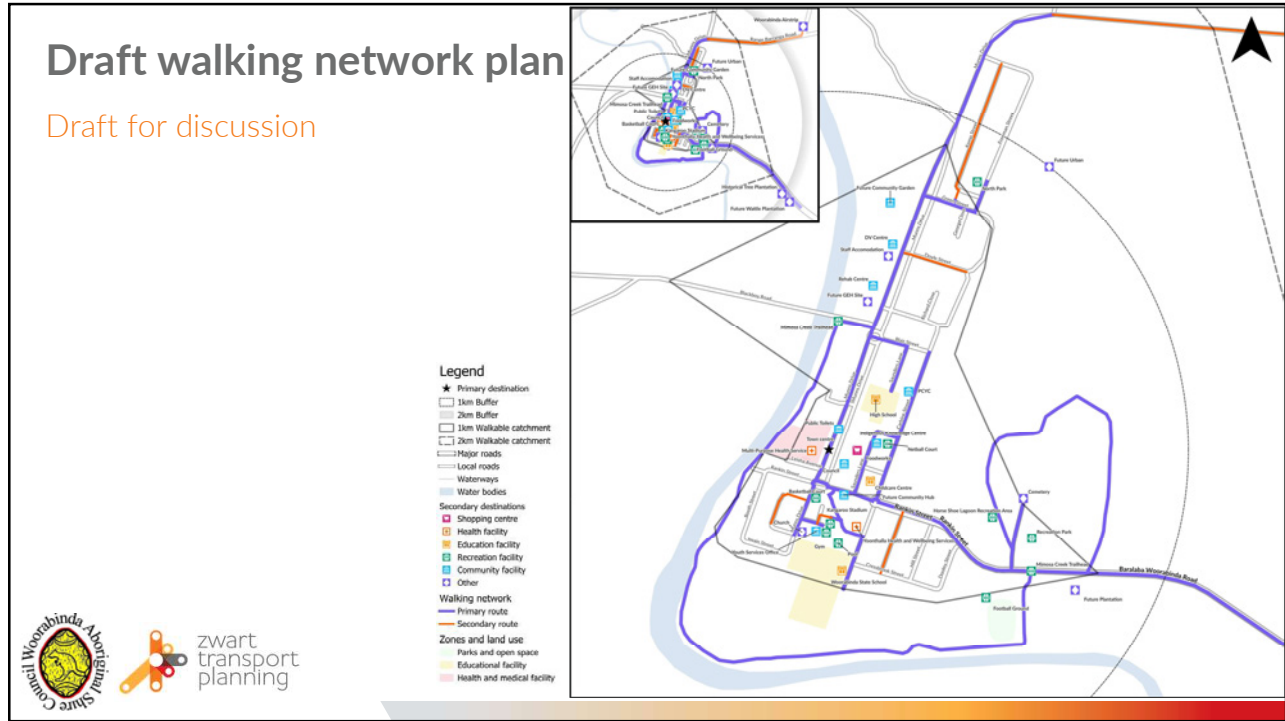
18



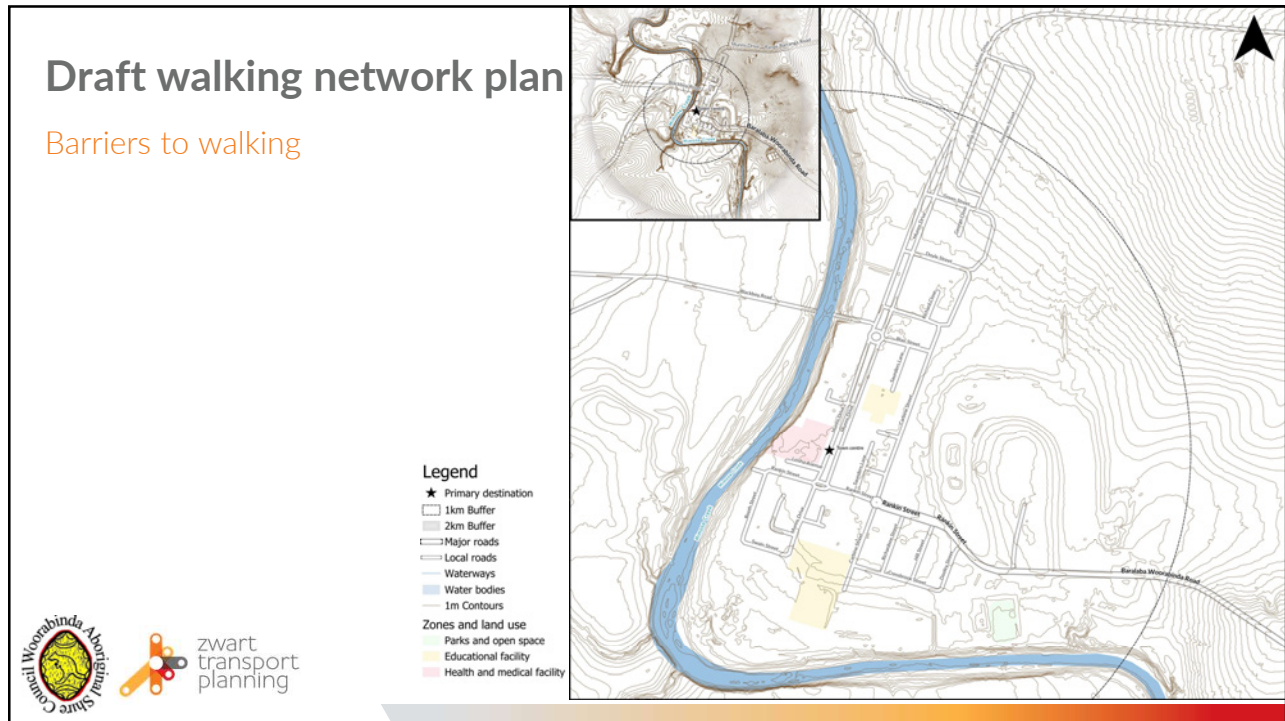
19



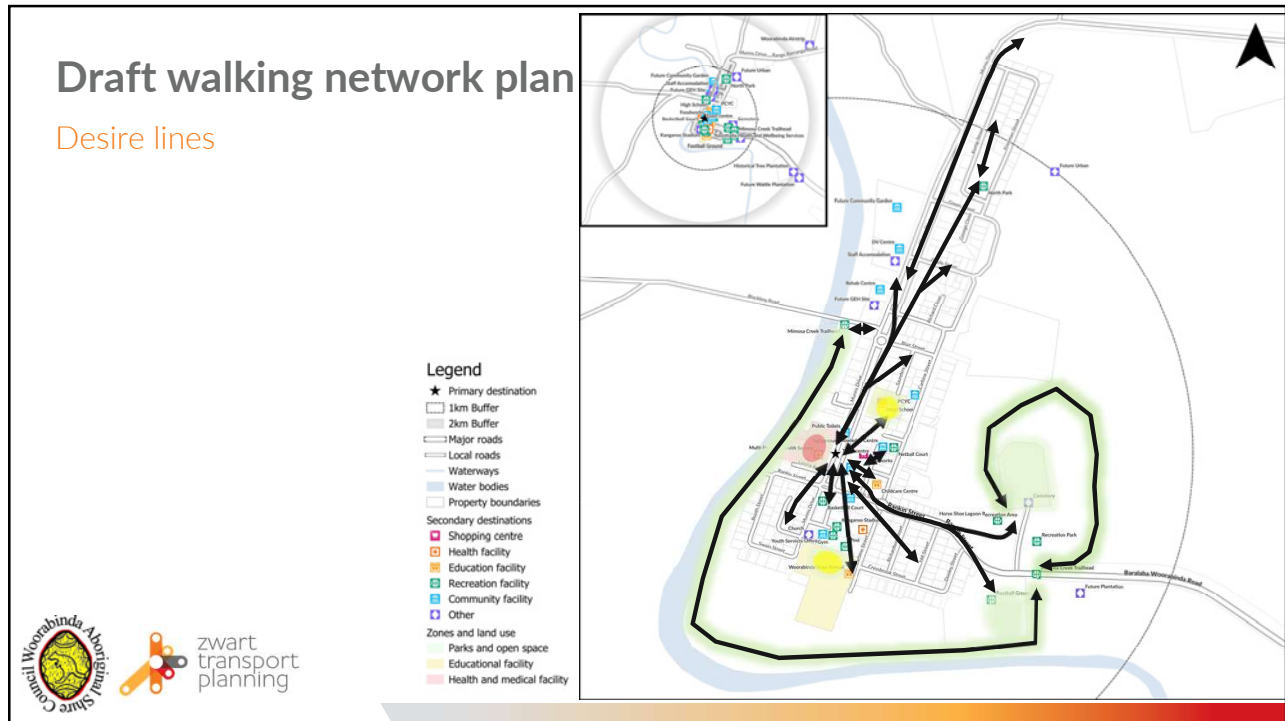
20



21



22



23

## Draft walking network plan

Group activity

- Break into groups
- Review the draft Walking Network Plan
- Have we included all the locations you like to walk to?
- Where do you currently walk? How do you feel when walking these routes?
- Are we addressing all the desire lines?
- Are there any gaps in the proposed network?
- Are there some routes that are more important than others?

24

## Potential works and priorities



25

## Prioritisation of works

### Where should we start?

Think about our vision and the potential to improve walking environment

- High-demand locations/routes
- Safety concerns
- Simple actions

*Write top 3 works on the Post-it notes (3 separate Post-it notes)*



26

## Actions/works discussion

### Group activity

- Split into groups
- What would you like to see when walking on this route?
- Brainstorm actions along priority routes

### Examples:

- *New or widened footpaths*
- *Kerb ramps*
- *Road crossings on desire lines*
- *Lower speeds*
- *Supporting infrastructure like street trees, seating, wayfinding signage*
- *Activation/place creation*
- *Temporary treatments to trial*



27



28

## Next Steps

- Incorporate comments and feedback into an updated version of the Walking Network Plan
- Prepare a draft program of works based on today's feedback.



29



## Thank you!

For enquires, more information or to discuss how we can help you, email or call Stephanie Edwards:

✉ [stephanie@ztp.com.au](mailto:stephanie@ztp.com.au)

☎ 0428 993 614



Active transport



Transport planning and policy



Parking policy and management



Travel behaviour change



Community and stakeholder engagement



Project management

30

Attachment F: Community Pop-up Outcomes



# WALKING USER EXPERIENCE MAPPING

## WOORABINDA



# Location: Red Shed

### Instructions:

- 1 - Draw your journey
- 2 - Circle in RED any pain points on the map. Describe what happens there and how you feel.
- 3 - Circle in GREEN any places you feel good in or like. Describe what happens there and how you feel.

- ① Improve seats
  - \* Shelter
  - ② Waterpark feature
  - ③ Skate Park, playground
  - ④ Footpaths to kindergarten
  - ⑤ Cool canopy
  - ⑥ PVC - sports
- Have covered trees, seating  
Lighting  
Dog - rock makes unsafe

Alpeira

Muzoon  
WZoon



# Location: Red Shed

## WALKING EXPERIENCES INSPIRATIONAL BOARD

Four easy steps:

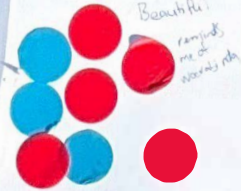
1. Choose up to three of your favorite photos.
2. Use a sticky dot to mark them.
3. Write one word next to each photo to describe what you like about it.
4. Enjoy your day and thank you for sharing your thoughts with us!



111 111 111 111



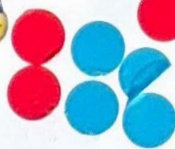
view, like walks in  
Forest the bush



Beautiful!  
reminds me of  
scenic view



Outdoor Play  
Basketball



Shadey



Rainbow  
Cool  
Amazing  
Pretty



Colourful  
Mad  
Rainbow  
walk through  
pretty



Water  
View

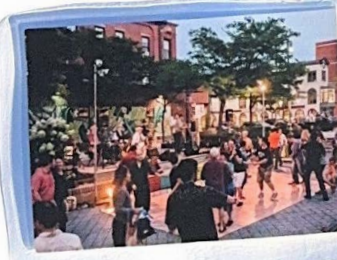


Shiny



Shade.

Buildings  
Shading  
Seats



Gathering  
lively  
light  
Shiny  
lots of people having fun



Fun.

Boardwalk  
like bridge



Fun to  
play  
tiggly

Trees & ground pattern  
(unassuming)



Tall trees  
Bright sky  
Cool



# WALKING USER EXPERIENCE MAPPING

## WOORABINDA



### Location: Foodworks

#### Instructions:

- 1 - Draw your journey
- 2 - Circle in RED any pain points on the map. Describe what happens there and how you feel.
- 3 - Circle in GREEN any places you feel good in or like. Describe what happens there and how you feel.

③ Walkway around lagoon

- ① Walk in vains (poor)
- ② Path on both sides of street
- ④ Pathway
- ⑤ route to airport
- ⑥ Path on other side
- ⑦ eating between church & courts - kids hang out there
- ⑧ no footpath to football field entrance
- ⑨ Bridges/steering/seating for lagoon.



✓

①

Just past trees  
portcom in swoop  
seating



# Location: Foodworks

## WALKING EXPERIENCES INSPIRATIONAL BOARD

Four easy steps:

- 1 - Choose up to three of your favorite photos.
- 2 - Use a sticky dot to mark them.
- 3 - Write one word next to each photo to describe what you like about it.
- 4 - Enjoy your day and thank you for sharing your thoughts with us!



everyone  
walks in nature.



Good for kids

outside  
everyone  
walkway around  
swamp  
boardwalk



Idea for which  
on Rankin St



seating  
under the trees



People can sit



Kids playing.

idea for swamp  
paths & signage +  
logos.



Swimming pool or hall  
lively



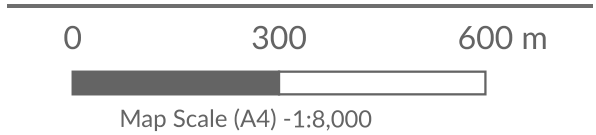
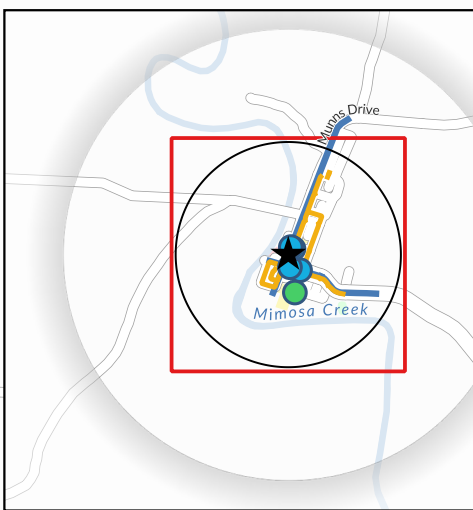
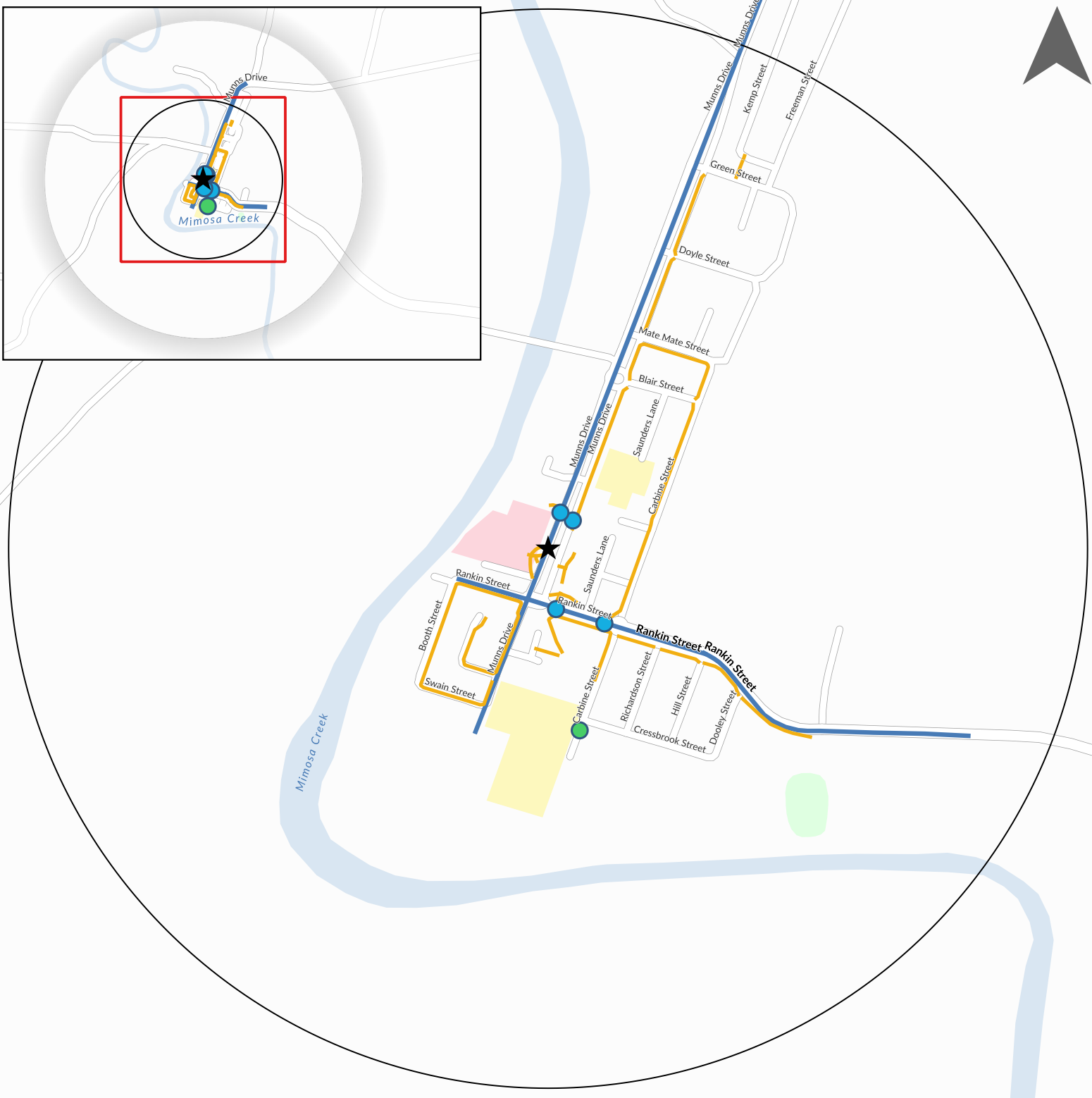
## Appendix C: Supporting maps



# Woorabinda WNP

## Land Use, PCN, Pathways, and Crossings

- Legend**
- Woorabinda
  - ★ Primary Destination
  - 1km Buffer
  - 2km Buffer
  - Crossing Points (Existing)**
  - Uncontrolled Crossing
  - Zebra Crossing
  - Footpaths (Existing)
  - Principal Cycle Network Plan
  - Zones and Land Use**
  - Parks and open space
  - Educational Facility
  - Health and Medical Facility
  - Primary Production



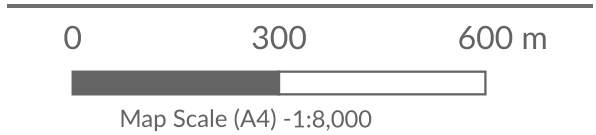
zwart  
transport  
planning  
ztp.com.au

Version	1
Status	Draft

# Woorabinda WNP Population Density

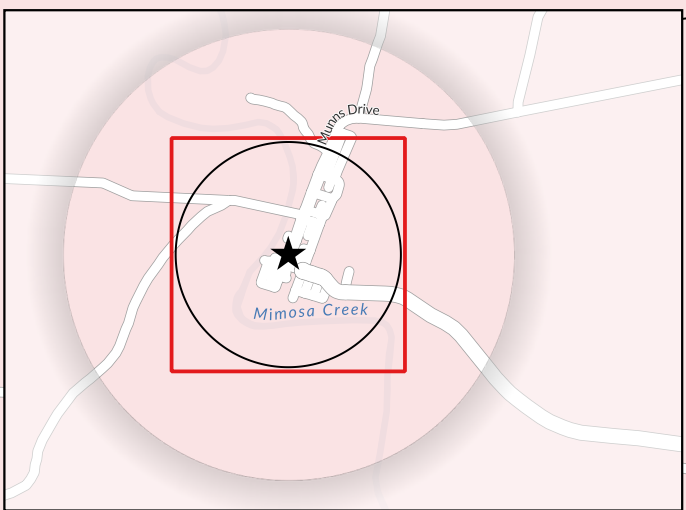
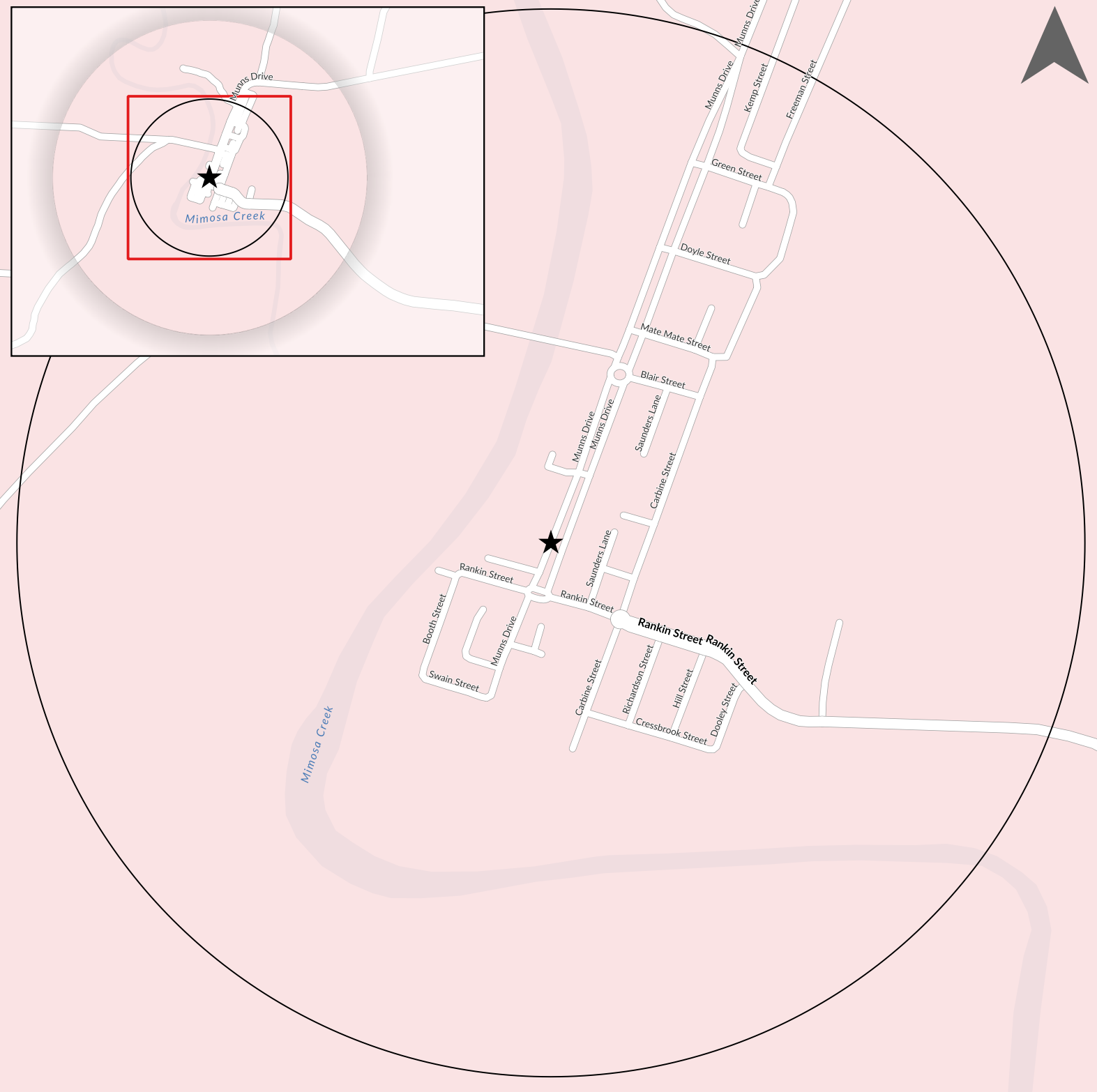
## Legend

- ★ Primary Destination
- 1km Buffer
- 2km Buffer
- Other
- Major Roads
- Local Roads
- Demographics
- Population Density 2021 (People/sqkm)
- 0 - 18
- Waterways
- Water Bodies




Version	1
Status	Draft

Map Data:  
 © Queensland Government Department of Resources  
 © Australia Bureau of Statistics 2021



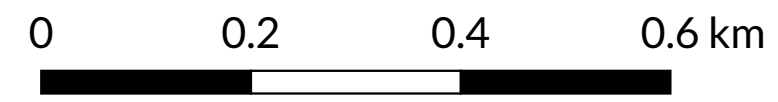
# Woorabinda WNP

## Primary and secondary

### Legend

- ★ Primary destination
- ⬜ 1km buffer
- ⬜ 2km buffer
- Secondary destinations
- 🛒 Shopping centre
- 🏥 Health facility
- 🎓 Education facility
- 🏃 Recreation facility
- 🏠 Community facility
- 📍 Other

- ### Zones and land use
- 🌳 Parks and open space
  - 🎓 Educational facility
  - 🏥 Health and medical facility

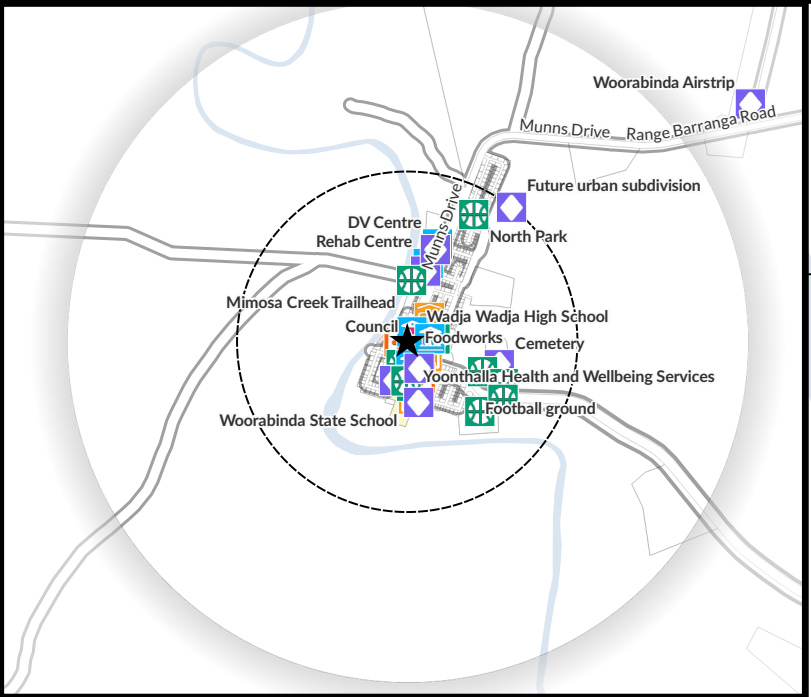
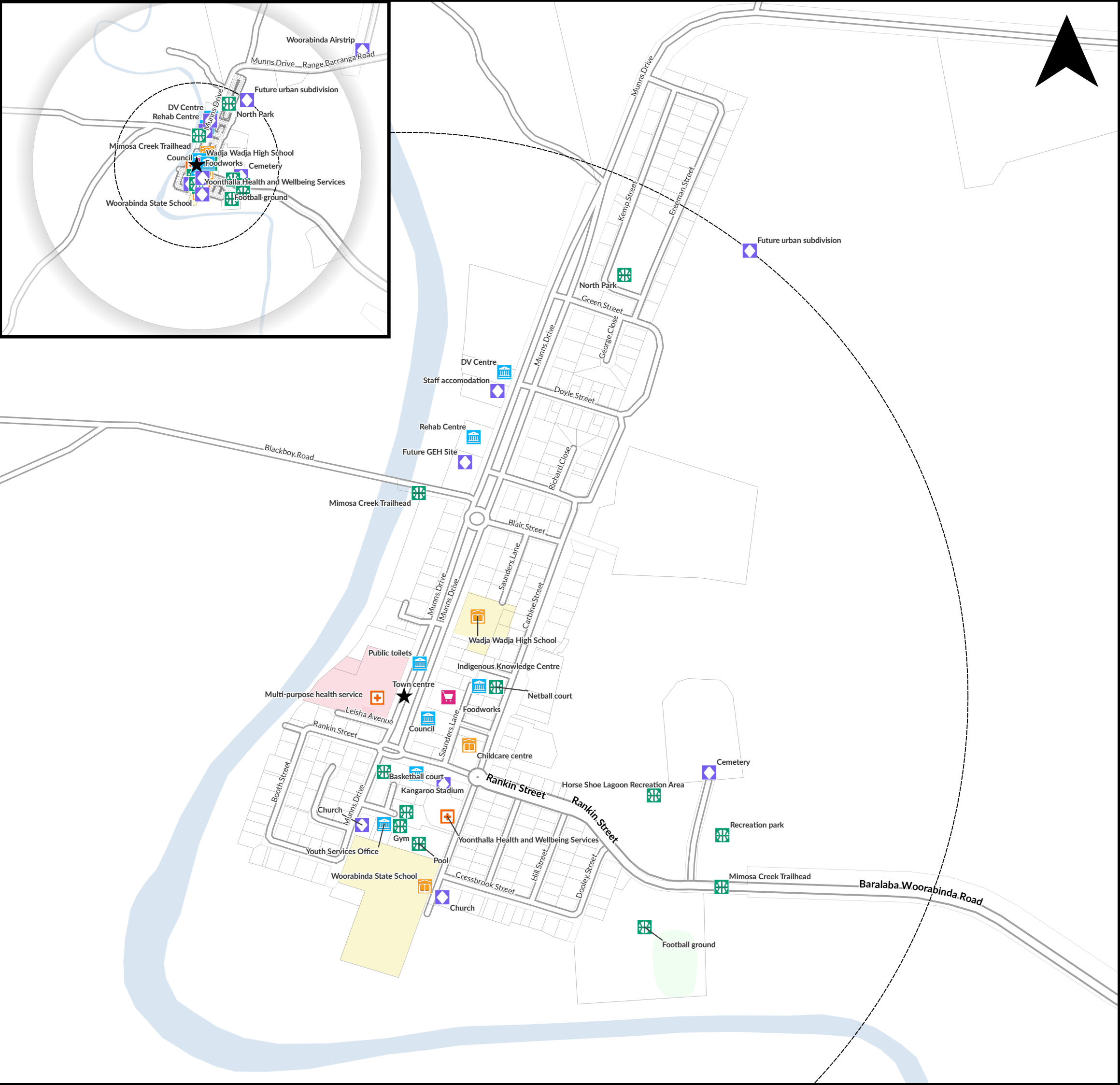


Map Scale (A3) - 1:5,250



Version	2
Status	Draft

Map Data:  
 © Queensland Government Department of Resources  
 © Australian Bureau of Statistics 2021



# Woorabinda WNP

## Route Intensity

### Legend

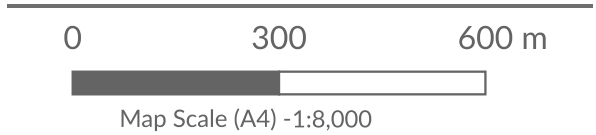
- Woorabinda
- ★ Primary Destination - Town Centre
  - ⊖ 1km Buffer
  - ⊖ 2km Buffer

### Woorabinda Route Intensity

% Population using Quantiles

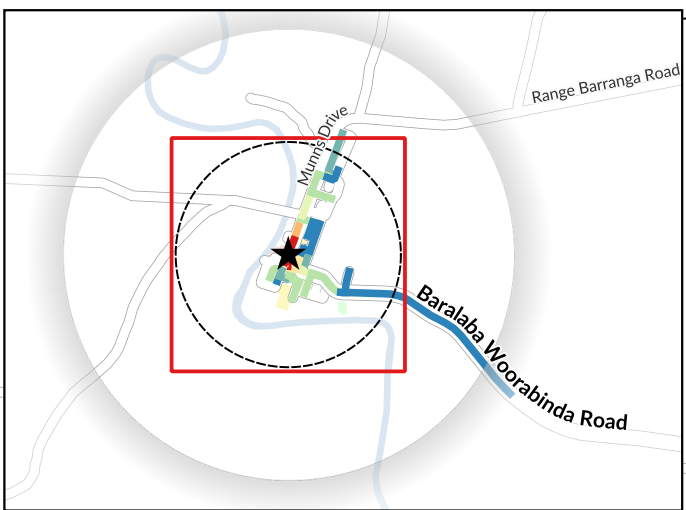
- 0 - 2
- 2 - 5
- 5 - 10
- 10 - 16
- 16 - 25
- 25 - 32
- 32 - 55
- 55 - 100

- ### Land Use
- Educational Facility
  - Health and Medical Facility
  - Parks and open space



Version	1
Status	Draft

Map Data:  
 © Queensland Government Department of Resources  
 © Australia Bureau of Statistics 2021

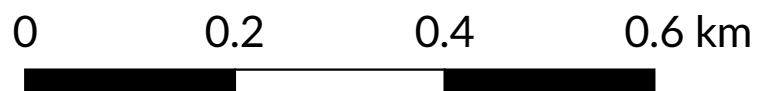


# Woorabinda WNP

## Walkable catchment

### Legend

- ★ Primary destination
- ▭ 1km walkable Catchment
- ▭ 2km walkable Catchment
- ▭ 1km buffer
- ▭ 2km buffer
- ▭ Property boundaries
- ▭ Major roads
- ▭ Local roads
- ▭ Waterways
- Zones and land use
- ▭ Parks and open space
- ▭ Educational facility
- ▭ Health and medical facility

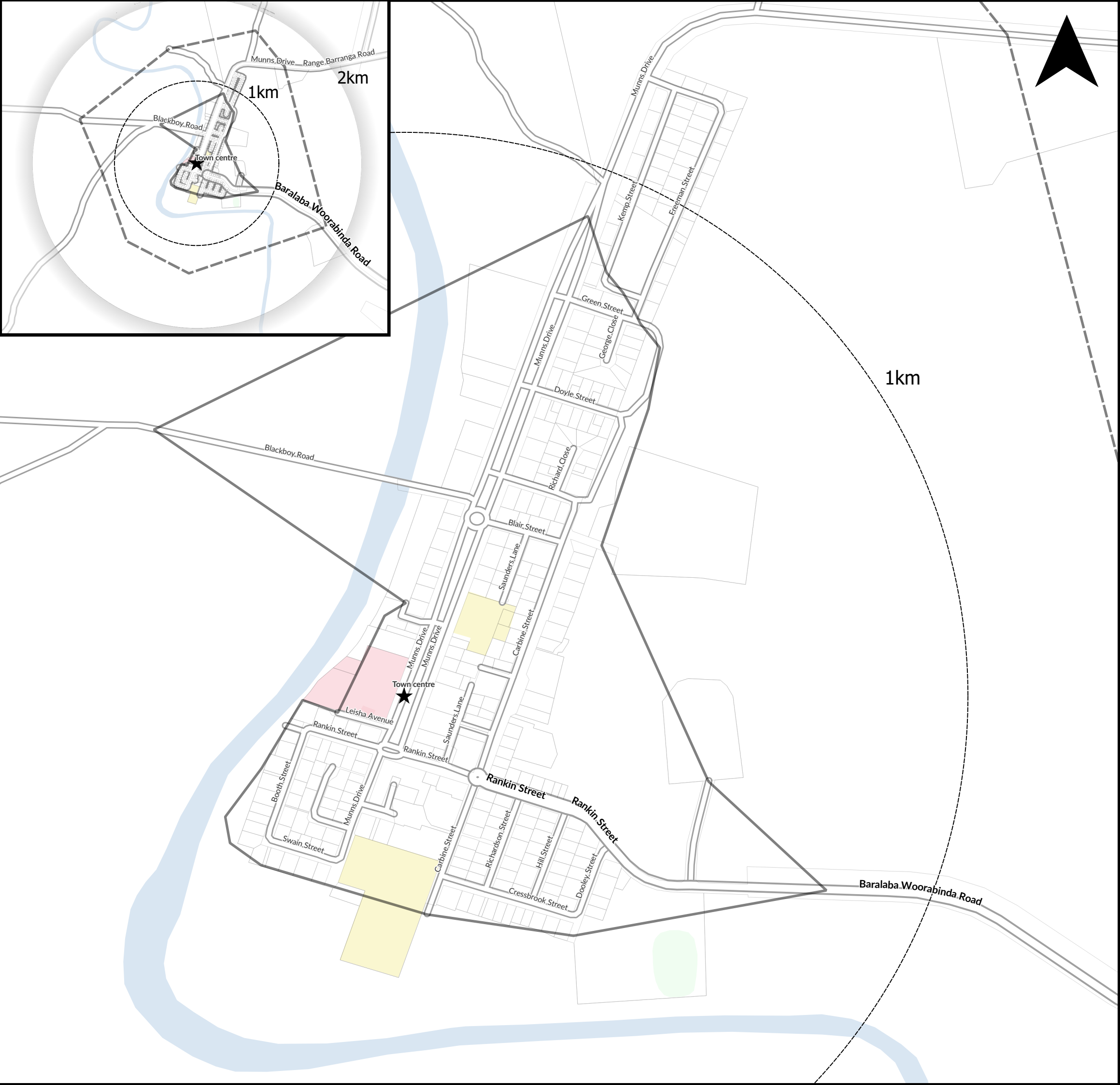


Map Scale (A3) - 1:5,250



Version	1
Status	Draft

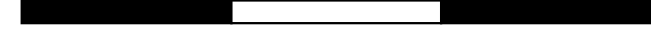
Map Data:  
 © Queensland Government Department of Resources  
 © Australian Bureau of Statistics 2021



# Woorabinda WNP PCNP and topography

- Legend**
- ★ Primary destination
  - 1km Buffer
  - 2km Buffer
  - ▭ Major roads
  - ▭ Local roads
  - Waterways
  - Water bodies
  - Principal Cycle Network Plan
  - 1m Contours
- Zones and land use**
- Parks and open space
  - Educational facility
  - Health and medical facility

0 0.2 0.4 0.6 km

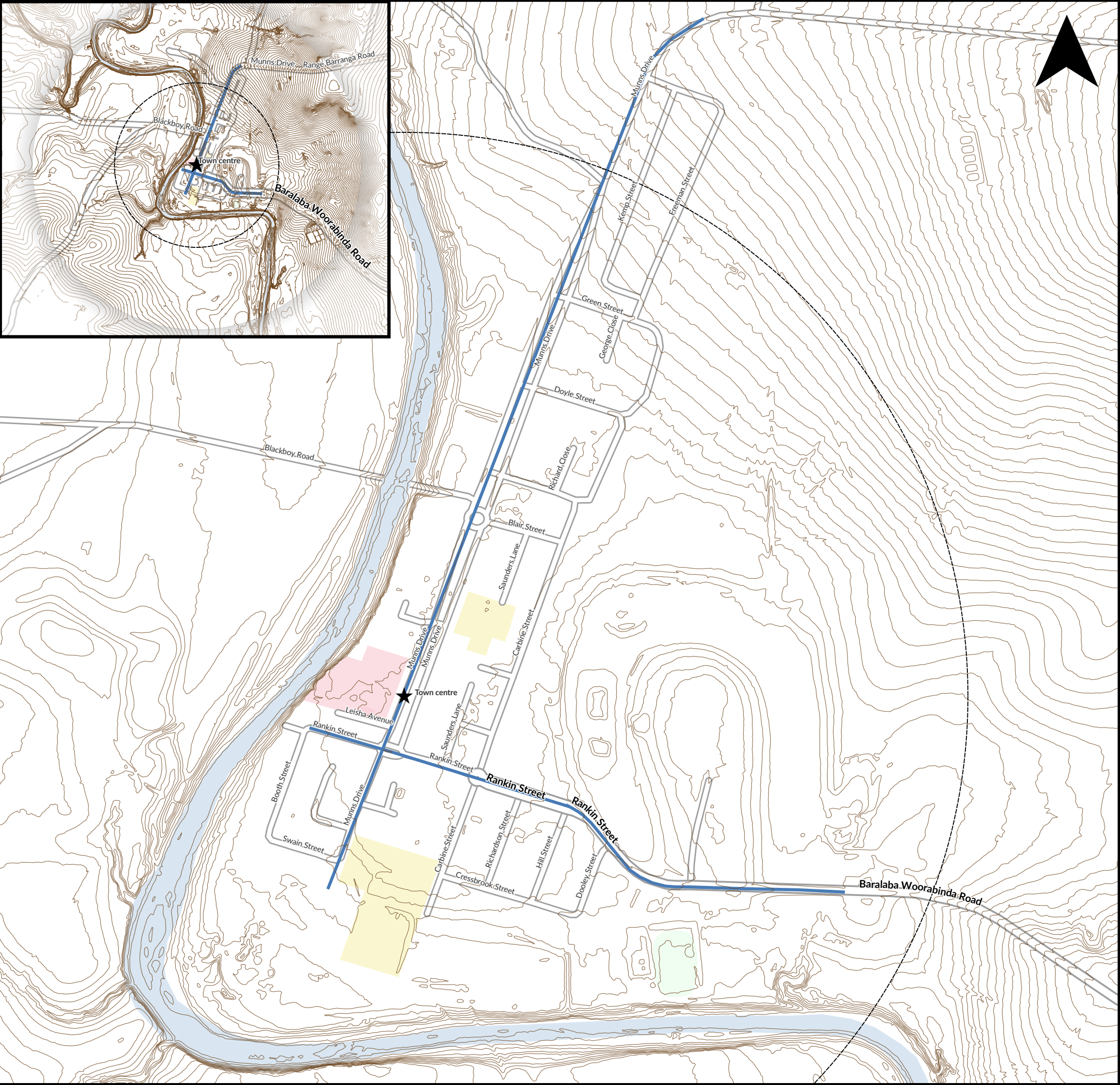


Map Scale (A3) - 1:5,250



Version	1
Status	Draft

Map Data:  
 © Queensland Government Department of Resources  
 © Department of Transport and Main Roads 2022



# Woorabinda WNP

## Walking network plan

### Legend

- ★ Primary destination
- 1km Buffer
- 2km Buffer
- 1km Walkable catchment
- 2km Walkable catchment
- Major roads
- Local roads
- Waterways
- Water bodies

### Secondary destinations

- 🛒 Shopping centre
- 🏥 Health facility
- 🎓 Education facility
- 🌳 Recreation facility
- 🏛️ Community facility
- 📍 Other

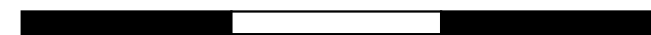
### Walking network

- Primary route
- Secondary route

### Zones and land use

- 🌳 Parks and open space
- 🎓 Educational facility
- 🏥 Health and medical facility

0 0.2 0.4 0.6 km

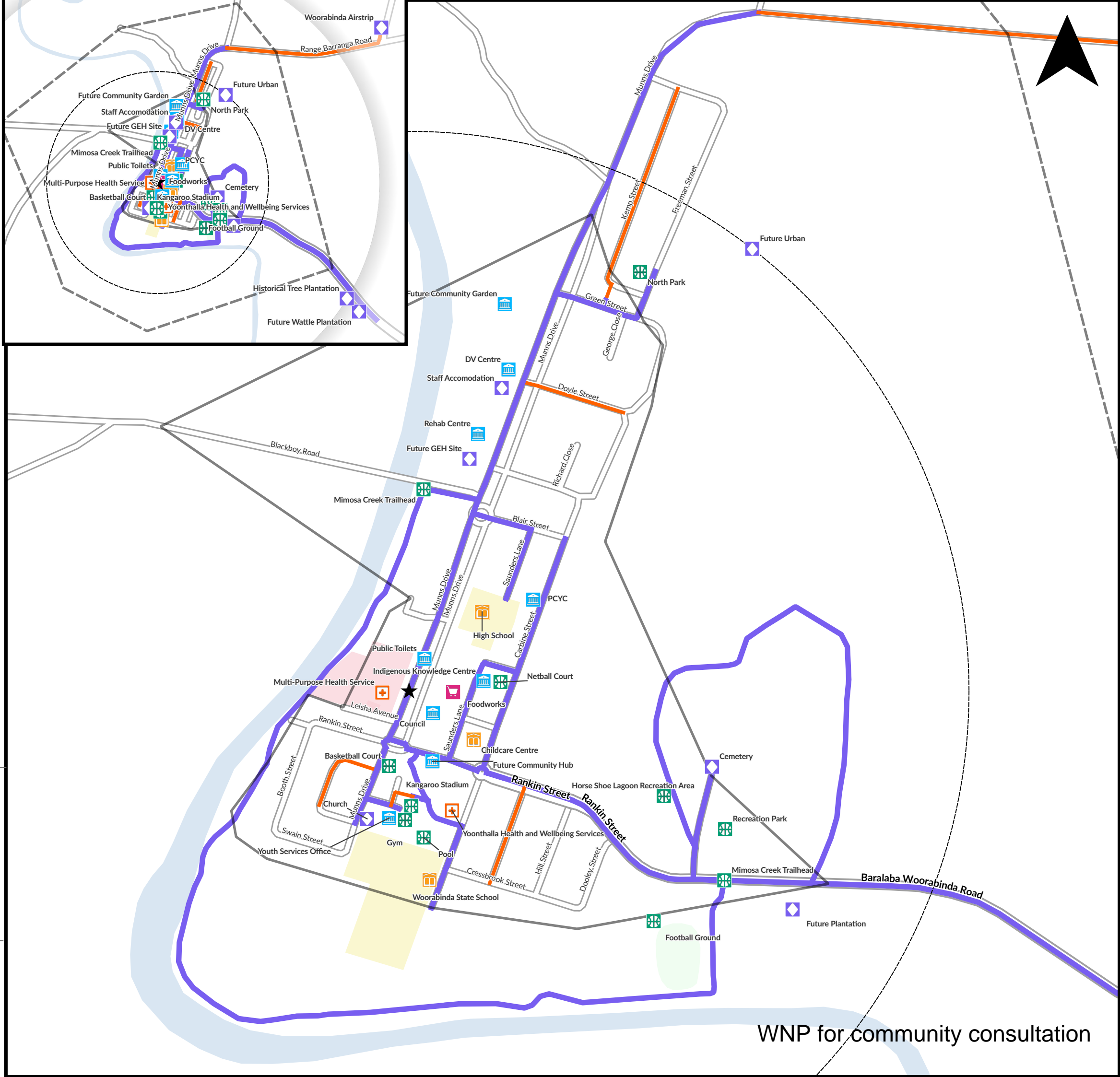


Map Scale (A3) - 1:5,250



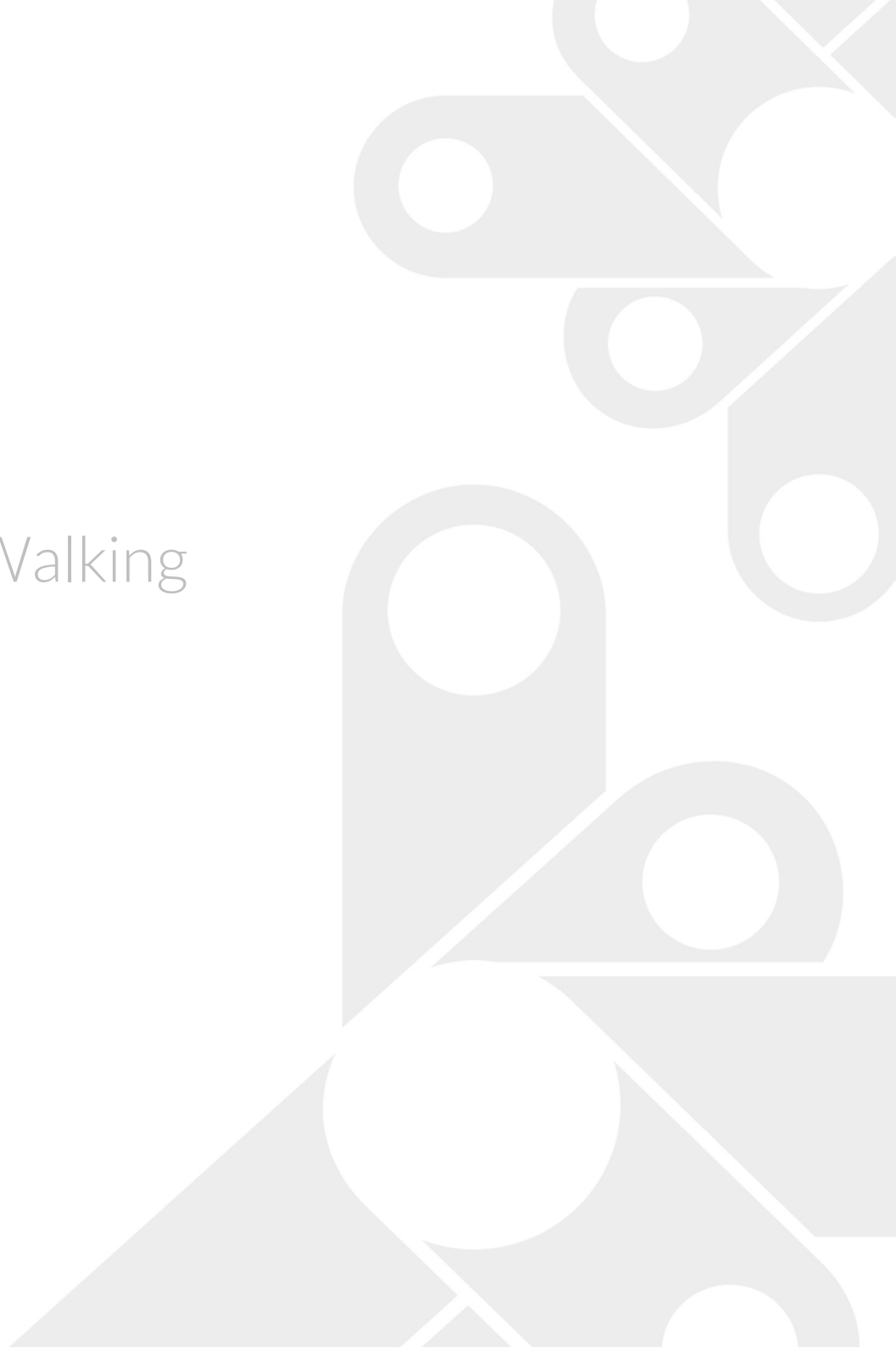
Version	2
Status	Draft

Map Data:  
 © Queensland Government Department of Resources  
 © Australian Bureau of Statistics 2021



WNP for community consultation

# Appendix D: Final Walking Network Plan



# Woorabinda WNP

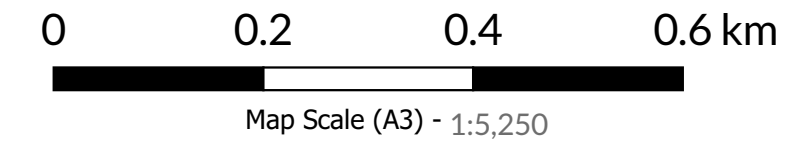
## Walking network plan

- ### Legend
- ★ Primary destination
  - 1km Buffer
  - 2km Buffer
  - ▭ 1km Walkable catchment
  - ▭ 2km Walkable catchment
  - ▬ Major roads
  - ▬ Local roads
  - ▭ Water bodies

- ### Walking Network Plan
- ▬ Primary
  - ▬ Secondary
  - ▬ Future primary
  - ▬ Future secondary

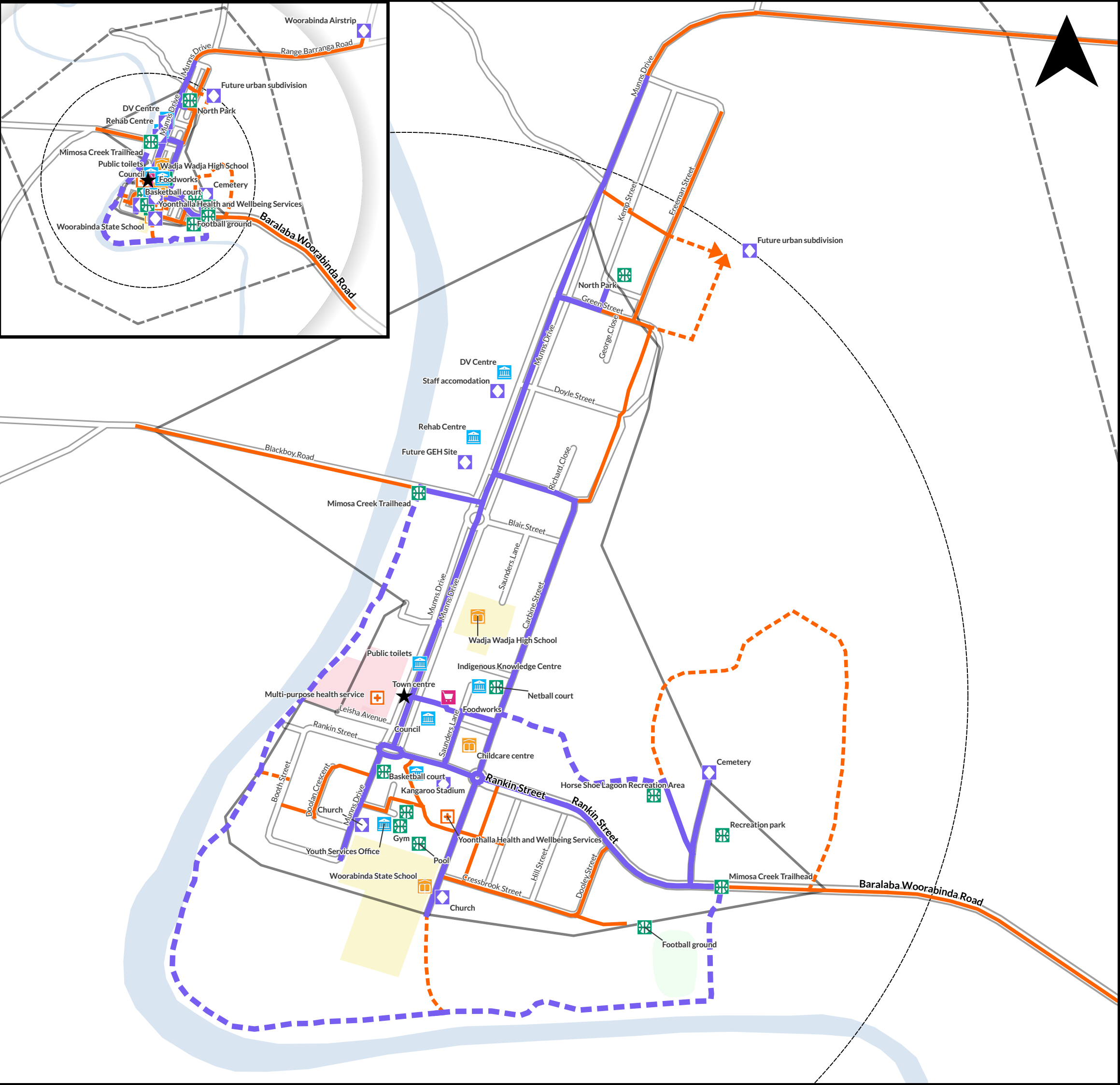
- ### Secondary destinations
- 🛒 Shopping centre
  - 🏥 Health facility
  - 🎓 Education facility
  - 🏃 Recreation facility
  - 🏛️ Community facility
  - 📍 Other

- ### Zones and land use
- 🟡 Educational facility
  - 🟠 Health and medical facility
  - 🟢 Parks and open space



Version	3.2
Status	Draft

Map Data:  
 © Queensland Government Department of Resources  
 © Australian Bureau of Statistics 2021



# Appendix E: Walking Network Action Plan



# Woorabinda WNP



## Actions program

Version Status	Date	Prepared by	Reviewed by
V1	29/07/2024	XD	SE
V2	31/07/2024	XD	SE
V2.1 (for TMR review)	6/08/2024	XD	SE
V3			

## Acronyms

<i>CNLGG</i>	Cycle Network Local Government Grants (TMR 50% funding to local governments for eligible projects that fall on the Principal Cycle Network)
<i>LGIP</i>	Local Government Infrastructure Plan
<i>PCN</i>	Principal Cycle Network
<i>STIP</i>	School Transport Infrastructure Program
<i>TMR</i>	Department of Transport and Main Roads (Queensland Government)
<i>WNAP</i>	Walking network action program
<i>WASC</i>	Woorabinda Aboriginal Shire Council

## Assumptions

Ranking		
Essential	Important	Other Improvements
Safety related (footpath provision on streets classified as greater than Collector, crash, or hazardous location, speed limit reviews, lighting, crossings, removal of trip hazards)	Works that encourage walking (seating/street furniture/deluttering of path area)	Amenity upgrades (art installations, pavement upgrades)
Accessibility (provides or improves access for people with disability)	Meet standards/demand (footpath widening)	Wayfinding
Missing links and crossings at desire lines	Comfort improvements (street trees and shelter)	

## Priority

Priority 1 = items raised by community; essential and primary route

Priority 2 = Essential and secondary route; important and primary route; essential and future primary route

Priority 3 = Important, secondary route or non-essential; important and future primary route; essential and future secondary route; important and future secondary route

Other = Ongoing works or requiring significant works/ time/ cost to realise

Timing			
Short term	Medium Term	Long Term	Ongoing
1-5 years	5-10 years	10+ years	Ongoing
Priority 1	Priority 2	Priority 3	Other

## Cost band

\$	< \$50,000
\$\$	\$50,000 - \$200,000
\$\$\$	\$200,000 - \$500,000
\$\$\$\$	\$500,000 - \$2,000,000
\$\$\$\$\$	> \$2,000,000

*Note – The cost estimates are strategic in nature and require further investigation through the future phases of project development (planning to detailed phase) to refine the costs. The costs listed as part of the WNP should be considered as high level strategic cost estimates based on similar previous*

*Note - Any works on the PCN may need further investigation to qualify for CNLGG funding.*

<b>Contingency</b>	50%
--------------------	-----

Unit Rate	Rate	Unit	Justification
Concrete footpath per m <sup>2</sup>	\$ 210	per m <sup>2</sup>	Concrete will be Trucked in from 60 to 100km from Community
Small investigation (i.e. speed review, options assessment)	\$ 5,000	each	
Medium investigation	\$ 25,000	each	
Large investigation (network-wide)	\$ 50,000	each	
Raised intersection with zebras	\$ 150,000	each	This work will be carried out by an external Contractor
Raised priority crossing (wombat crossing)	\$ 30,000	each	The community have recently installed 2 x Wombat Crossing at a cost of \$30k each
Priority pedestrian crossing (zebra marking)	\$ 5,000	each	This cost reflects the Zebra Crossing which have been planned for the two Schools in the community
Priority pedestrian crossing (pedestrian refuge)	\$ 7,400	each	
Kerb extensions/build-outs	\$ 3,500	concrete island	
Kerb ramp	\$ 3,000	each	
Bus shelter	\$ 22,343	each	
Seating	\$ 1,250	each	
Street trees (15m intervals)	\$ 1,100	each	
Solar lighting	\$ 32,000	per pole	

## Woorabinda Walking Network Action Program

ID	Street or intersection	Location	Works type	Cost type	Recommendation	Rank	Priority	Timing	Responsibility	WNP route designation	Community priority	Source and detail	Length (m)	Total Cost	Cost Band	Costing Assumptions & comments
1	Various	Various	Supporting facilities	Amenity upgrades	Increase lighting provision around town, particularly through dark laneways, the town centre and areas identified by the community has being poorly lit to enable safe and enjoyable walking at night. This should in particular consider lighting as follows: - cut-through lighting from Munns Drive to Doolan Crescent, Carbine Street to Foodworks and Carbine Street to Kangaroo Stadium. - lighting along Munns Drive and in the town centre near the community hub and food works. Lighting provision is likely to occur via solar lighting which requires minimal new electrical cables to be run and associated costs.	Other	1	Short term	Council	Primary	Yes	Community consultation noted lighting as a key area of concern.	0	\$967,500	\$\$\$\$	1x small investigation @\$5k each; 20x solar lighting @\$32k each; 50% contingency
2	Various	Various	Supporting facilities	Comfort improvements	Work with community stakeholders to determine 4-5 priority locations for bus stop infrastructure, including shelter, seating and connecting footpaths. The bus stops will service the Baralaba High School Bus route and community bus route as well as providing rest opportunities for general walking activities. Consider opportunities to involve the community in the planning, design and construction of the bus stop shelters to encourage community ownership. Potential to seek grant funding through the Walking Local Government Grants program.	Important	1	Short term	Council	Primary	Yes	Community stakeholder workshop identified the bus stop infrastructure as a key priority.	300	\$457,448	\$\$\$	2m wide footpath @\$210 per m <sup>2</sup> ; 1x large investigation (network-wide) @\$50k each; 5x bus shelter @\$22.343k each; 10x street trees (15m intervals) @\$1.1k each; 5x seating @\$1.25k each; 50% contingency 300m of footpath allowance has been provided for cost estimate purposes.
3	Baralaba Woorabinda Road, Range Barranga Road, Blackboy Road	Routes out of town	Footpath provision	Safety related	Ensure future road upgrades on these out-of-town routes consider people walking and provide provision which improves safety for those using the routes for recreation purposes. This could include clearing roadside vegetation in road upgrades or grading the verge for easier connections.	Essential	2	Long term	Council	Secondary		Community stakeholder workshop identified these walking/running/exercise routes as a location of interest where people currently walk and where there is no provision. Future provision should align and link in with any road upgrade projects.	3975	\$22,500	\$	3x small investigation @\$5k each; 50% contingency
4	Mimosa Creek	Blackboy Road to Baralaba Woorabinda Road	Shared path provision	Works that encourage walking	Provide a 3m wide shared path along Mimosa Creek incorporating supporting facilities such as wayfinding signage and seating along the route to provide a safe, off-road walking experience within nature.	Important	3	Long term	Council	Future primary		Council planning and community priority identifies Mimosa Creek as a future shared path connection to provide safer and more enjoyable movements along the creek, as well as provide inclusive access to this culturally and environmentally significant location.	3875	\$10,000,000	\$\$\$\$\$	Costing based on council cost estimate.
5	Cut-through	Munns Drive to Doolan Crescent	Various	Universal accessibility/DDA	Provide a 2m wide footpath in the cut-through between Munns Drive and Doolan Crescent. Include provision of a wombat crossing on Munns Drive to connect the cut-through to the tennis courts and community precinct. Include provision of lighting in the cut-through to provide safe access for walkers at night. Include provision of a kerb ramp on Doolan Crescent.	Essential	2	Medium term	Council	Secondary		Lighting raised in the stakeholder workshop. Cut-through improvements and wombat crossing raised by council member.	75	\$192,750	\$\$	2m wide footpath @\$210 per m <sup>2</sup> ; 1x raised priority crossing (wombat crossing) @\$30k each; 1x kerb ramp @\$3k each; 2x solar lighting @\$32k each; 50% contingency
6	Munns Drive/Rankin Street		Crossing provision	Missing links and crossings	Investigate improvements to the pedestrian crossing provision at the intersection of Munns Drive/Rankin Street. Current desire lines travel through the roundabout with clear routes marked. Upgrades could include clear footpath provision on the outer sides of the roundabouts with wombat crossings on all approaches (noting Rankin Street has an existing crossing). Alternatively, the roundabout could be designated as a shared zone with speed humps on approach to slow vehicles.	Essential	1	Short term	Council	Primary		Clear desire line identified during stakeholder workshop site visit and observations as well as clear engrained paths through the roundabout.	0	\$176,438	\$\$	1x medium investigation @\$25k each; 3x raised priority crossing (wombat crossing) @\$30k each; 25x linemarking @\$9 per m; 4x signage @\$0.6k each; 50% contingency
7	Rankin Street, Munns Drive	Southeast corner	Footpath provision	Missing links and crossings	Provide a 2m wide footpath on the southeast corner of Rankin Street/Munns Drive. This link is on the PCNP and therefore further investigation may be needed to qualify for TMR CNLGG funding.	Essential	1	Short term	Council	Primary		Missing link identified as key desire line during workshop site visit, particularly with future development of the community hub. This would align well with project ID5.	100	\$63,000	\$\$	2m wide footpath @\$210 per m <sup>2</sup> ; 50% contingency
8	Munns Drive	Rankin Street to 19 Munns Drive	Footpath provision	Missing links and crossings	Complete the missing link in the footpath network based on the width of adjacent footpaths (approx. 1.3m).	Essential	1	Short term	Council	Primary		Missing footpath link identified during site audit.	25	\$10,238	\$	1.3m wide footpath @\$210 per m <sup>2</sup> ; 50% contingency
9	Carbine Street	Woorabinda State School to Yoonthalla Health and Wellbeing Services	Various	Safety related	Continue investigations into footpath and safety improvements from Woorabinda State School to Yoonthalla Health and Wellbeing Services/Rankin Street. Existing conditions make parents and students walk on the road behind parked vehicles to reach the school entrance.  Investigate an opportunity for a raised intersection at Carbine Street/Cressbrook Street with zebra crossings or a shared zone on each leg for students exiting towards Cressbrook Street. The existing Zebra on the southern approach has limited use due to its location misaligned with the school entrance gate. Provision of a footpath may require relocation of car parking spaces. Staff parking could be provided to the south of Carbine Street behind the church to reduce the conflict of reversing vehicles.	Essential	1	Short term	TMR/Council	Primary	Yes	Identified during site audits as a high risk area. The stakeholder workshop identified the connection to schools as a key priority and noted that the lack of footpath is a high priority location. TMR representatives noted investigations are underway to provide a footpath connection and safer crossings with school crossing supervisor to be employed once implemented as part of the School Transport Infrastructure Program (STIP).	125	\$303,750	\$\$\$	2m wide footpath @\$210 per m <sup>2</sup> ; 1x raised intersection with zebras @\$150k each; 50% contingency
10	Cressbrook Street	Carbine Street to Football Ground	Footpath provision	Missing links and crossings	Provide a 2m wide footpath on the southern side of Cressbrook Street between Woorabinda State School and the football ground.	Essential	2	Medium term	Council	Secondary		Identified during stakeholder workshop as a key walking connection and noted as lacking a footpath during site audit.	425	\$267,750	\$\$\$	2m wide footpath @\$210 per m <sup>2</sup> ; 50% contingency
11	Rankin Street	Carbine Street to driveway to cemetery	Footpath provision	Meet standards/demand	Provide a 2m wide footpath on the northern side of Rankin Street between Carbine Street and the driveway to the cemetery. Installation of kerb ramps and connecting footpath across Carbine Street also required.	Important	2	Medium term	Council	Primary		Identified during stakeholder workshop as key walking route to cemetery.	500	\$324,000	\$\$\$	2m wide footpath @\$210 per m <sup>2</sup> ; 2x kerb ramp @\$3k each; 50% contingency
12	Cut-through	Carbine Street to Cemetery	Footpath provision	Meet standards/demand	Provide a 2m wide footpath from Carbine Street to the Cemetery along key desire line to shorten walking distance to the cemetery and Horse Shoe Lagoon. Investigate opportunities to provide a boardwalk across Horse Shoe Lagoon to provide access all-year round.	Important	3	Long term	Council	Future primary		Connection identified during stakeholder workshops as a key desire line and opportunity to shorten walking distance in town. Boardwalk raised by multiple people during pop-ups with many aware of previous proposals for works. Local residents also highlighted opportunity for connections into Horse Shoe Lagoon central island for access to the shed.	400	\$1,729,500	\$\$\$\$\$	2m wide footpath @\$210 per m <sup>2</sup> ; 1x medium investigation @\$25k each; 3m wide bridge structure/boardwalk @\$4k per m <sup>2</sup> ; 50% contingency Assuming 80m long boardwalk.

## Woorabinda Walking Network Action Program

ID	Street or intersection	Location	Works type	Cost type	Recommendation	Rank	Priority	Timing	Responsibility	WNP route designation	Community priority	Source and detail	Length (m)	Total Cost	Cost Band	Costing Assumptions & comments
13	Cut-through	Saunders Lane to Carbine Street	Various	Missing links and crossings	Provide a 2m wide footpath to formalise the cut-through from Foodworks to Carbine Street. Clear desire line present, however route gets muddy during rainy periods. Provide a raised priority (wombat) crossing across Carbine Street from the cut-through to allow access to eastern side of Carbine Street.	Essential	1	Short term	Council	Primary		Link identified in stakeholder workshops and pop-up as key link for access to food works which residents use. Link noted to get muddy during rainy periods, therefore sealing route would allow access all year around.	125	\$123,750	\$\$	2m wide footpath @\$210 per m <sup>2</sup> ; 1x raised priority crossing (wombat crossing) @\$30k each; 50% contingency
14	Saunders Lane	Rankin Street to Foodworks	Shared space	Comfort improvements	Formalise Saunders Lane to be a shared zone with a speed hump on entry near Rankin Street and sign posting and linemarking to indicate 10km/h speed limit and shared environment. Opportunity to coordinate with community or Woorabinda State School to provide a colourful street design/pavement painting.	Important	2	Medium term	TMR/Council	Primary		Link identified and observed as a high foot-trafficked area with people currently walking on the road to reach the food works when accessing from the south-east.	125	\$434,286	\$\$\$	50x linemarking @\$9 per m; 2x signage @\$0.6k each; 1x speed hump @\$2.8741k each; 950x street artwork @\$0.3k each; 50% contingency
15	Unformalised street	Mate Mate Street to Green Street	Footpath provision	Missing links and crossings	Provide a 2m wide footpath between Mate Mate Street and Green Street to formalise the popular pedestrian connection into town. This connection would be highly recommended prior to development of the future urban area, to provide a safe and convenient route to this area for pedestrians.	Essential	2	Medium term	Council	Secondary		Identified during the site audit as a key desire line and popular route.	400	\$252,000	\$\$\$	2m wide footpath @\$210 per m <sup>2</sup> ; 50% contingency
16	Munns Drive	Multi-purpose health centre to council building	Crossing improvements	Safety related	Provide a raised intersection design at Munns Drive near the Medical Centre with zebra crossings marked on all 4 approaches/departures to assist with crossing movements from the medical centre to food works and council to surrounding areas.	Essential	1	Short term	Council	Primary		Identified during the site visit with a clear desire line path worn into the central median. Potential to coordinate with Principal Cycle Route project along Munns Drive (ID18).	0	\$225,000	\$\$\$	1x raised intersection with zebras @\$150k each; 50% contingency
17	Munns Drive	Rankin Street to Blair Street	Investigation	Works that encourage walking	Investigate a heritage trail through the central median of Munns Drive from Rankin Street to Blair Street with interesting points along route to provide a snapshot of the town history. This route should connect the existing mosaic mural, rotunda, public toilets and playground. Include installation of a kerb ramps near Dundoo Lane and council to provide safer and more accessible crossings.	Important	2	Medium term	Council	Primary		Identified by council as a project of interest to improve local knowledge sharing and add to the attraction of the town.	475	\$368,250	\$\$\$	2m wide footpath @\$210 per m <sup>2</sup> ; 1x medium investigation @\$25k each; 7x kerb ramp @\$3k each; 50% contingency
18	Munns Drive	Rankin Street to Freeman Street	Footpath provision	Missing links and crossings	Provide a 2m wide footpaths on both sides of Munns Drive between Rankin Street and Freeman Street to provide safe connections into town from residential areas and services. The existing footpath on the eastern side of Munns Drive is noted as unsafe due to its proximity to the road with no offset distance. The new route would provide paths that are offset from the road to reduce the risk of falling or changing into the roadway when a vehicle passes. This link is on the PCNP (Priority A) and therefore likely to qualify for TMR CNLGG funding. Include installation of a kerb ramps or raised priority crossings (preferred) at the side streets of Rankin Street, Leisha Avenue, Blair Street, Blackboy Road, Mate Mate Street, Doyle Street, and Green Street.	Essential	1	Short term	Council	Primary		Identified during the site visit.	2750	\$2,092,500	\$\$\$\$\$	2m wide footpath @\$210 per m <sup>2</sup> ; 8x raised priority crossing (wombat crossing) @\$30k each; 50% contingency
19	Green Street	248 Munns Drive	Footpath provision	Missing links and crossings	Provide a 2m wide footpath on Green St on the southern side of the street along 248 Munns Drive. Include installation of kerb ramps on Green Street to connect the new path to the existing path on the northern side of Green Street to Kemp Street.	Essential	1	Short term	Council	Primary		Identified during the site visit.	75	\$56,250	\$\$	2m wide footpath @\$210 per m <sup>2</sup> ; 2x kerb ramp @\$3k each; 50% contingency
20	Kangaroo Stadium driveway	Full extent	Shared space	Works that encourage walking	Formalise the existing Kangaroo Stadium driveway to be a shared zone with a speed hump on entry near Carbine Street and sign posting and linemarking to indicate 10km/h speed limit and shared environment. Opportunity to coordinate with community or Woorabinda State School to provide a colourful street design/pavement painting.	Important	3	Long term	Council	Secondary		Identified during site visit as key walking route and playing area for kids after school. Slower speeds should be ensured.	100	\$284,286	\$\$\$	1x small investigation @\$5k each; 50x linemarking @\$9 per m; 2x signage @\$0.6k each; 1x speed hump @\$2.8741k each; 600x street artwork @\$0.3k each; 50% contingency
21	Various	Various	Investigation	Safety related	Undertake a speed review of the full town to identify potential speed reduction locations. This should particularly focus around schools, the town centre and locations with low vehicle traffic where pedestrians are likely to walk on the road (including connecting residential streets). Support is already present for speed limit reductions to 40km/h on Munns Drive. Speed limit reviews must be undertaken in accordance with the Queensland Road Safety Technical User Volumes (QRSTUV): Guide to Speed Management.	Essential	1	Short term	TMR/Council	Primary		Site audits identified that pedestrians are already using the roadway in many situations to walk, therefore providing a reduced speed limit across the town may provide improved safer outcomes for pedestrians using the roadway for walking. QPS have also requested reduced speed limits on Munns Drive, south of Blair Street.	0	\$75,000	\$\$	1x large investigation (network-wide) @\$50k each; 50% contingency
22	Rankin Street	Munns Drive to Carbine Street	Shared path provision	Missing links and crossings	Provide a 3m wide shared path on the northern side of Rankin Street between Munns Drive and Carbine Street. This link is on the PCNP (Priority A) and therefore likely to qualify for TMR CNLGG funding. Include provision of kerb ramps at Saunders Lane.	Essential	1	Short term	Council	Primary		Identified by community as lacking path on this side of the road.	150	\$150,750	\$\$	3m wide footpath @\$210 per m <sup>2</sup> ; 2x kerb ramp @\$3k each; 50% contingency
23	Carbine Street	Near future bus stop location	Crossing provision	Works that encourage walking	Provide a wombat crossing along Carbine Street to slow vehicles along the residential street. The crossing is marked indicatively on the map, however should line up to be nearby to any recommended bus stops identified in outcomes from project ID 2.	Important	2	Medium term	Council	Primary		Identified by the police as an opportunity to slow vehicles and improve pedestrian connections.	0	\$45,000	\$	1x raised priority crossing (wombat crossing) @\$30k each; 50% contingency
24	Rankin Street	Future Community Hub and Disaster Recovery Centre	Various	Meet standards/demand	Relocate the existing footpath near the Red Shed towards the east as part of the Community Hub and Disaster Recovery Centre works to ensure continued walking provision in the community centre. This path should align with existing concept designs and be a minimum of 2m wide. Additionally, include the provision of a wombat crossing outside the community hub on Rankin Street to improve safety for this key crossing desire line.	Important	2	Medium term	Council	Primary		Identified on Community Hub and Disaster Recovery Centre plans. Wombat crossing recommended by council stakeholders.	100	\$108,000	\$\$	2m wide footpath @\$210 per m <sup>2</sup> ; 1x raised priority crossing (wombat crossing) @\$30k each; 50% contingency
25	Carbine Street	Mate Mate Street to Old Swan Lane	Footpath provision	Meet standards/demand	Provide a 2m wide footpath on the eastern side of Carbine Street between Mate Mate Street to Old Swan Lane to provide appropriate connection to any proposed bus stop facilities and to enable safer walking in the residential street. Council has earmarked this side of the road to be surfaced with kerb and channel and stormwater pits as part of a project to improve stormwater flow paths, therefore this project could be incorporated into these upgrades.	Important	2	Medium term	Council	Primary		Identified by council stakeholders as a recommended work to incorporate into existing plans for improved stormwater.	450	\$283,500	\$\$\$	2m wide footpath @\$210 per m <sup>2</sup> ; 50% contingency

## General reporting

	Total	Short term	Medium term	Long term	Other
# Projects	25	12	9	4	-
Total Cost	\$ 14,550	\$ 4,701,623	\$ 2,275,536	\$ 12,036,286	\$ -

Rank	Total	Short term	Medium Term	Long Term	Other
Essential	14	10	3	1	0
Important	10	1	6	3	0
Other	1	1	0	0	0
<b>Total</b>	<b>25</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>0</b>

Priority	Total	Short term	Medium Term	Long Term	Other
1	12	12	0	0	0
2	10	0	9	1	0
3	3	0	0	3	0
Other	0	0	0	0	0
<b>Total</b>	<b>25</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>0</b>

Kilometers	Total	Short term	Medium Term	Long Term	Other
Footpath Provision	9100	2950	1775	4375	0
Shared Path provision	4025	150	0	3875	0
Footpath widening/improvement	0	0	0	0	0
<b>Total</b>	<b>13125</b>	<b>3100</b>	<b>1775</b>	<b>8250</b>	<b>0</b>

Project types	Total	Short term	Medium Term	Long Term	Other
Footpath provision	10	4	4	2	0
Shared path provision	2	1	0	1	0
Footpath widening/improvement	0	0	0	0	0
Shared space	2	0	1	1	0
Supporting facilities	2	2	0	0	0
Investigation	2	1	1	0	0
Crossing provision	2	1	1	0	0
Crossing improvements	1	1	0	0	0
Maintenance	0	0	0	0	0
Various	4	2	2	0	0
<b>Total</b>	<b>25</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>0</b>

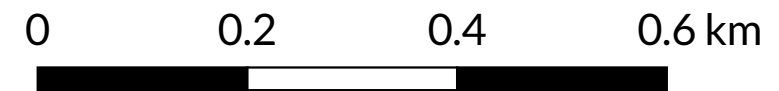
Total Cost	Total	Short term	Medium term	Long term	Other
TMR	\$ -	\$ -	\$ -	\$ -	\$ -
Developer	\$ -	\$ -	\$ -	\$ -	\$ -
Council	\$ 18,200,409	\$ 4,322,873	\$ 1,841,250	\$ 12,036,286	\$ -
TMR/Council	\$ 813,036	\$ 378,750	\$ 434,286	\$ -	\$ -
<b>Total</b>	<b>\$ 19,013,445</b>	<b>\$ 4,701,623</b>	<b>\$ 2,275,536</b>	<b>\$ 12,036,286</b>	<b>\$ -</b>

Cost band	Total	Short term	Medium Term	Long Term	Other
\$	3	1	1	1	0
\$\$	8	6	2	0	0
\$\$\$	10	3	6	1	0
\$\$\$\$	2	1	0	1	0
\$\$\$\$\$	2	1	0	1	0
<b>Total</b>	<b>25</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>0</b>

# Woorabinda WNP

## Actions program by timing

- Legend**
- ★ Primary destination
  - 1km Buffer
  - 2km Buffer
  - 1km Walkable catchment
  - 2km Walkable catchment
  - Major roads
  - Local roads
  - Water bodies
- Actions program**
- Short term
  - Medium term
  - Short term
  - Medium term
  - Long term
- Land use and zoning**
- Educational facility
  - Health and medical facility
  - Parks and open space

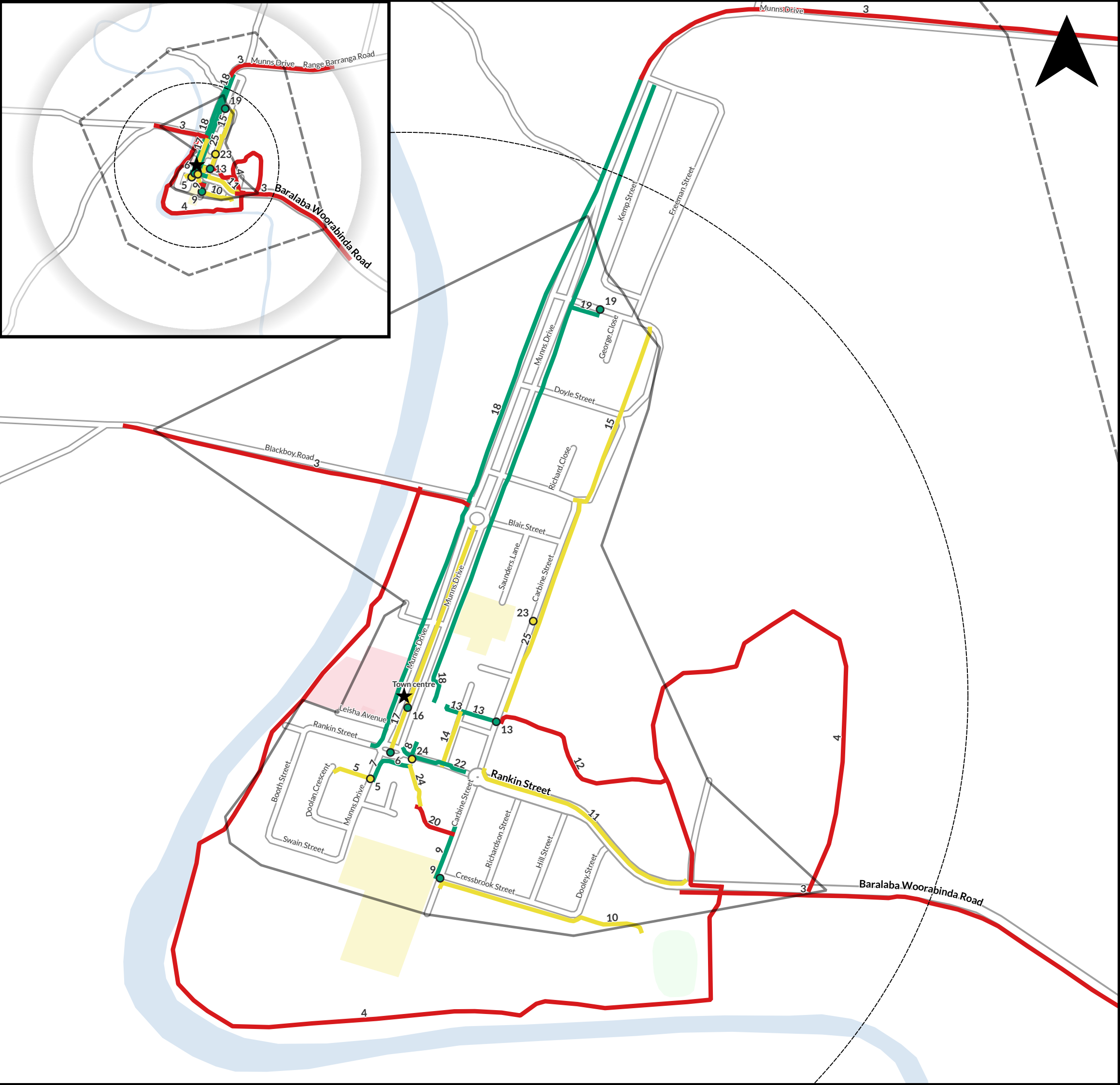


Map Scale (A3) - 1:5,250



Version	2
Status	Draft

Map Data:  
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# Woorabinda WNP

## Actions program by type

### Legend

- ★ Primary destination
- 1km Buffer
- 2km Buffer
- 1km Walkable catchment
- 2km Walkable catchment
- Major roads
- Local roads
- Water bodies

### Actions program

- Crossing improvements
- Crossing provision
- Various
- Footpath provision
- Shared path provision
- Shared space
- Investigation

### Land use and zoning

- Educational facility
- Health and medical facility
- Parks and open space

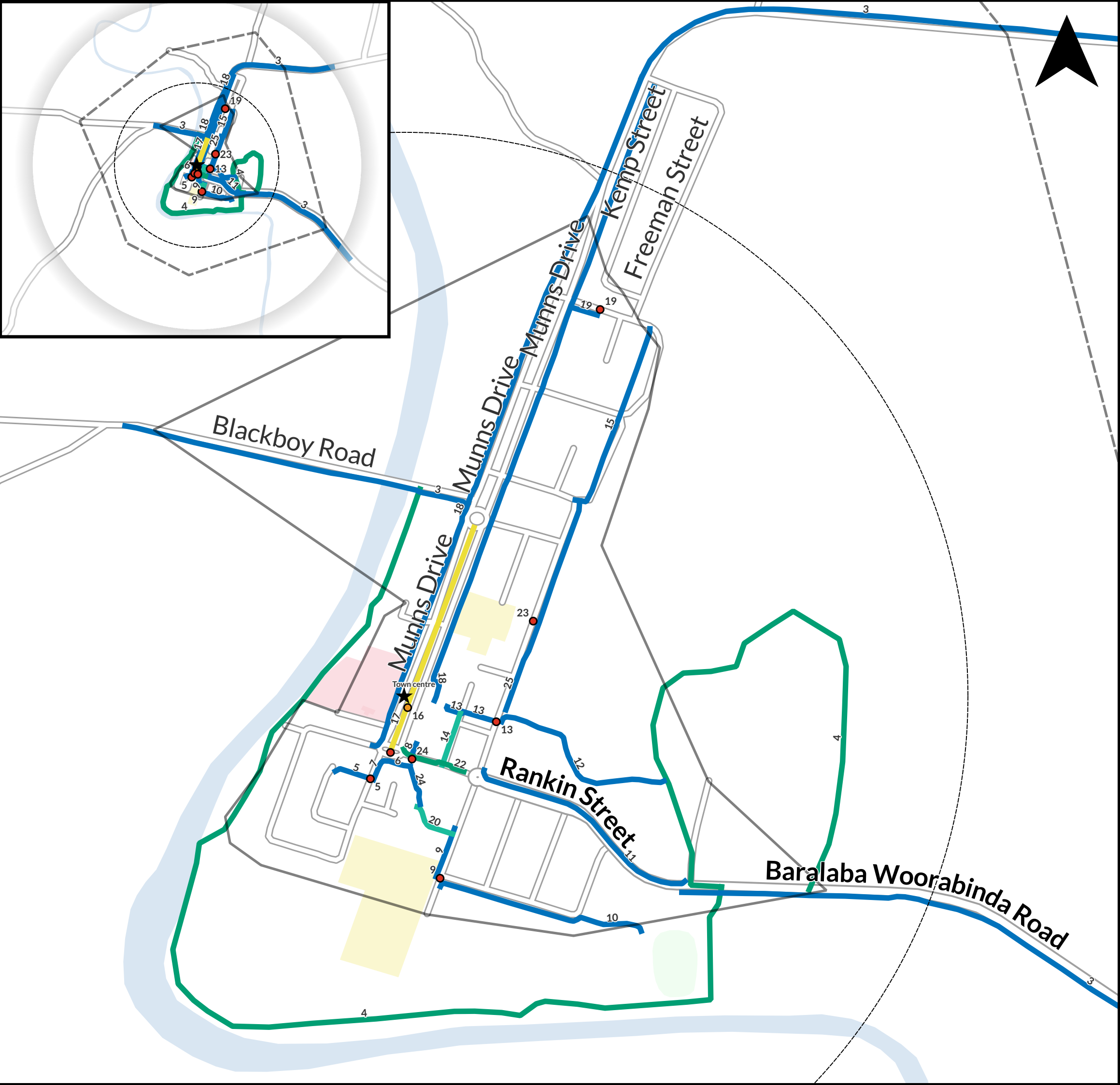
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Map Scale (A3) - 1:5,250



Version	2
Status	Draft

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## Appendix F: Site Visit Audit Summary



# Woorabinda WNP

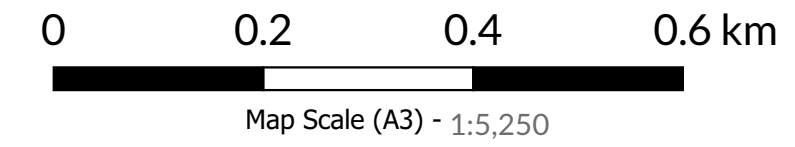
## Site audit

### Legend

- ★ Primary destination
- 1km Buffer
- 2km Buffer
- ▭ 1km Walkable catchment
- ▭ 2km Walkable catchment
- ▬ Major roads
- ▬ Local roads
- ▭ Water bodies

- Zones and land use
- ▭ Educational facility
  - ▭ Health and medical facility

- Site Audit
- Crossing improvement
  - Crossing provision
  - Footpath improvement
  - Footpath provision
  - Observation
  - Shared zone
  - Supporting facilities



Version	1
Status	Draft

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