Cassowary Coast
REGIONAL COUNCIL

# Innisfail Walking Network Plan 2024

November 2024

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# Acknowledgement of Country

Cassowary Coast Regional Council acknowledges the Traditional Custodians of the land and sea on which we operate, the Mamu, Djiru, Girramay, Gulngay, Warrgamay, Jirrbal and Bandjin Peoples. We wish to acknowledge our respect for their current and emerging leaders and those in the dreaming. We thank all First Nations people for the contributions they make in building this community.

# Executive Summary

Commissioned by Cassowary Coast Regional Council (CCRC), Zwart Transport Planning (ZTP) has undertaken the Walking Network Planning (WNP) process to develop a Walking Network Action Program (WNAP) for Innisfail. CCRC secured funding to undertake the WNPs 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 Innisfail. 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 centre. Overall, the actions aim to improve walking environments to key destinations within and to/from the precinct for all ages and abilities. The priority actions aim to achieve a step change towards this vision and achieve improvements for people walking in Innisfail.

The key outcomes of the WNP process are:

- Agreed WNP vision for walking in Innisfail (provided below)
- Agreed Innisfail Walking Network Plan that has been developed with community and internal stakeholders, to be endorsed by CCRC (see Figure A)
- WNAP with strategic costs and priorities. A snapshot of the actions is included below, with further information provided in Section 4. These actions can be used to inform and guide Council planning and integration with other projects.
- Concept designs for eight example projects.

The WNAP recommends 148 projects to improve walking environments to and around key destinations within the study area, of which 21 are identified for Stage 1 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 actions in a timely manner. As such, it's recommended to use the timings and implementation order as a 'shopping list' of actions to be incorporated into Council's existing works programs and other projects where possible. Grants and other funding sources may also be available to implement actions, with priority recommended to the earlier staged projects.

Some actions in the WNAP are further investigations which may result in additional actions/works to be incorporated into operational or capital works delivery.

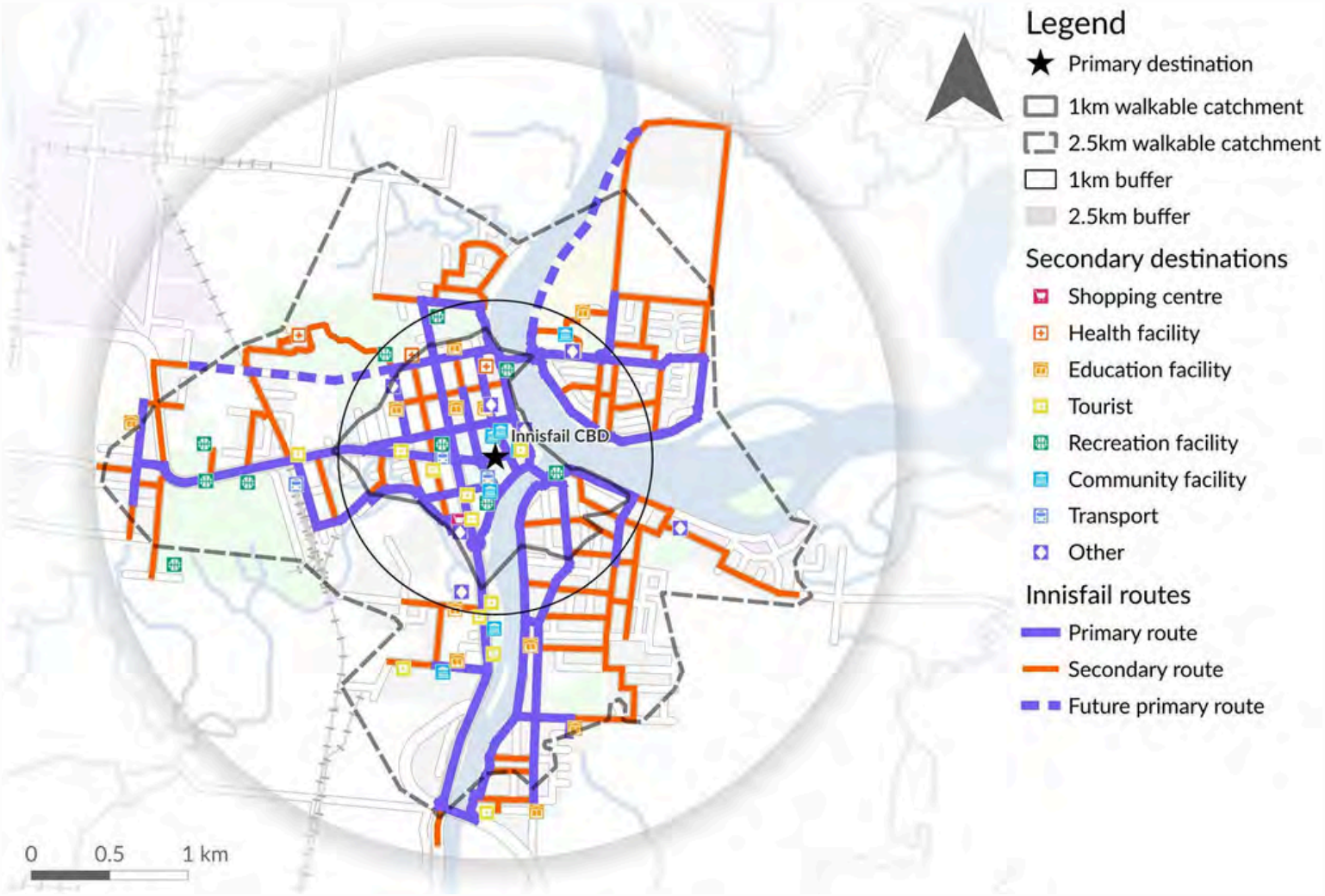
Recommendations to enable Council to implement the planning undertaken as part of this project are:

- Seek formal endorsement of the Innisfail WNP and WNAP in accordance with the TMR Guidance.
- Review and incorporate the WNAP into planning and relevant 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 actions 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.

## Agreed Walking Network Plan vision for walking in Innisfail

Walking in Innisfail is encourage by providing direct, connected, safe comfortable and interesting walking environments that support the community's prosperity, sustainability and inclusiveness. Footpaths are well maintained and free from hazards, leaf litter and slipperiness. There is high connectivity to the CBD and schools and opportunities for recreational walking and embracing the scenic river views. Safe pedestrian crossings and pathways are provided along key desire lines, allowing walking for all ages and abilities.

## Figure A: Final Walking Network Plan - Innisfail




## Innisfail Actions Program Summary

**148** Projects

**21** Stage 1 Projects

| Footpaths and shared paths provision and improvements | Crossing provisions and improvements | Investigations | Other projects |
|---|---|---|---|
| **31.025 km** | **46** | **9** | **11** |

# Introduction

Zwart Transport Planning (ZTP) has been commissioned by Cassowary Coast Regional Council (CCRC) to develop a Walking Network Plan (WNP) and a Walking Network Action Program (WNAP) for Innisfail in accordance with Department of Transport and Main Roads (TMR) Walking Network Plan Guidance. The scope of the Innisfail project includes the area within a 2.5km radius from the Innisfail town centre.

The WNAP identifies a pipeline of projects for Council to implement to improve the walking environment in Innisfail, ensuring they 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).

# Background

The Innisfail WNP is the second WNP prepared by CCRC with project fundingas part of the TMR's Walking Local Government Grants.

The Innisfail WNP is centredon the primary destination of the Innisfailtown centre on Edith Street near Woolworths with a 2.5km radius from this point. This encompasses the town centre, including the transport nodes of the bus stops and train station. It also includes the recreational and tourist attractors along the Johnstone River. The study area is primarilysingle detached dwellings with some agricultural land on the outer partsof the study area. Innisfailattracts a high volume of tourists who stay in hotels, hostels, caravan parks, and short-to-medium term accommodations. The study area and key destinations are shown in Figure 1.

**Why do Walking Network Plan for Innisfail?**

Preparing and delivering a Walking Network Plan for Innisfail can deliver the following benfits:

- 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 connection and enhancing community safety
- Increasing economic growth and and vitality, and saving money for individuals

**Figure 1: Study area**

# Policy Context

Plans and strategies from both the Queensland Government and Cassowary Coast Regional Council apply to the study area. The WNP will work towards the Innisfail CBD Revitalisation Master Plan vision of making Innisfail “a vibrant and welcoming city loved by locals and adored by visitors” by building on the identified theme of “enhancing walkability, connectivity, and accessibility within Innisfail, putting the needs of people at the forefront and fostering a pedestrian-friendly environment (Cassowary Coast Regional Council, 2023).Figure 2 shows the hierarchy of documents relevant to the WNP project. Appendix A provides a more detailed overview of these documents and their relevance to walking and the WNP process.

Cassowary Coast Regional Council’s Corporate Plan for 2021-25 has a vision to "aspire to provide great experiences, deliver value and create a sustainable future". An objective of this is to “encourage greater use of active transport” through the primary initiative of “improving walking and cycling accessibility across our community" (Cassowary Coast Regional Council, 2023). The Corporate Plan also identifies that there is currently a need to “improve safety, maintenance, and connectivity of footpaths and cycleways and to address access and inclusion requirements” (Cassowary Coast Regional Council, 2023). The Cassowary Coast Cycle and Pedestrian Strategy 2009 is also a relevant document containing background information of the existing conditions, issues, and future strategies and actions of the active transport network in Innisfail and surrounds.

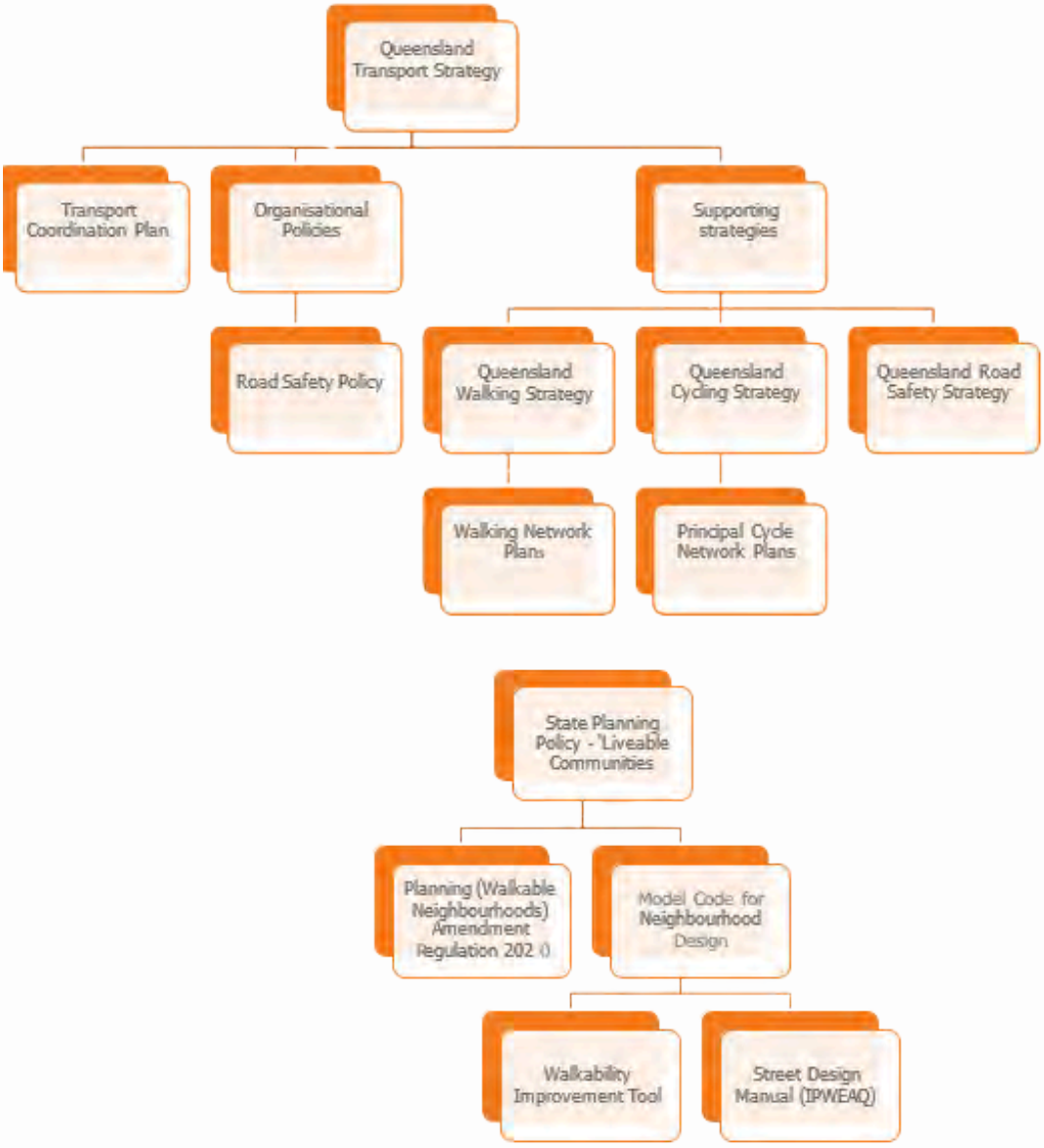
The Cassowary Coast Regional Council’s Pathway Implementation Plan 2017 provides a “simple and efficient approach to identify and prioritise Council’s key objectives in regard to the provision of new pathways in the region” (Cassowary Coast Regional Council, 2017). This plan aligns with the cycle and pedestrian strategy as they ensure that the community’s desired outcomes are translated into tangible outcomes.

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 and cycling infrastructure, and these opportunities have been identified in the WNAP.

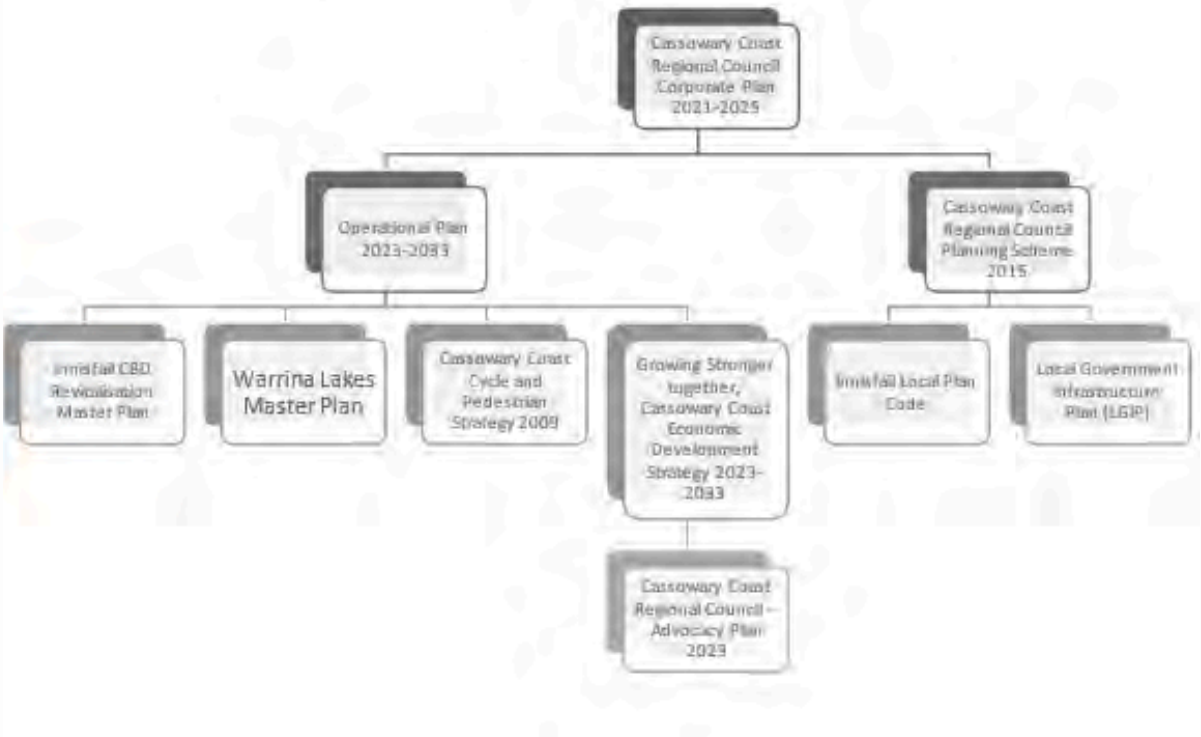
Blake is in his final year of school, and every morning he crosses Johnstone River to reach college. Smooth and wide paths are super important for him to have an easier and more enjoyable journey.

**Figure 1: Study area**

## State Government




## Local Government

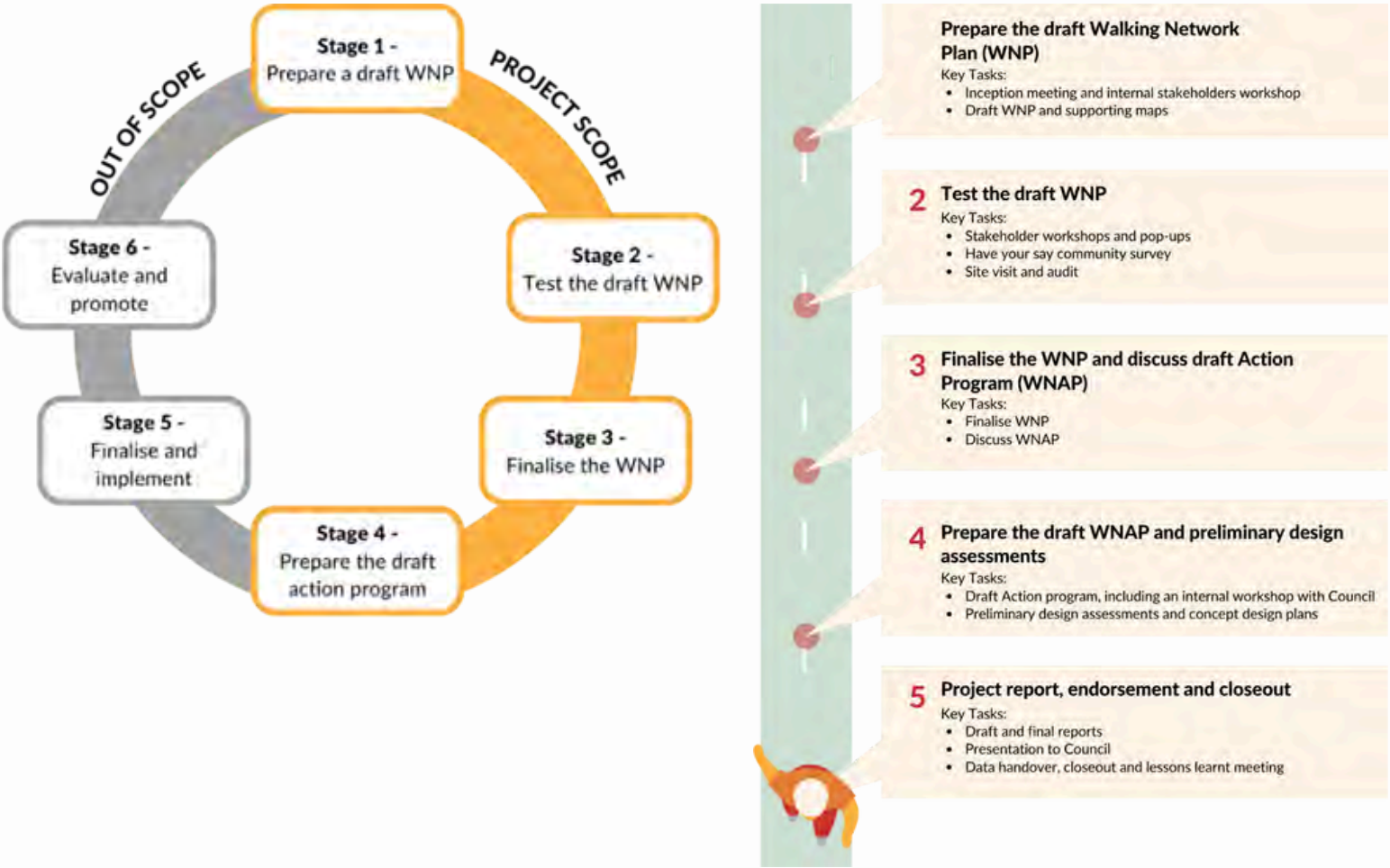


# Methodology

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 inception workshop was held with internal CCRC staff at the beginning of the project to seek background information (e.g. current planning, projects and available data), finalise secondary destinations for the WNPs and discuss a vision for walking in Innisfail, refer to Stakeholder and community consultation summary report Appendix D for minutes. The primary and secondary destinations were used to create a draft of the WNP, which was presented to local stakeholders at a workshop in April 2024. Participants provided feedback on the primary and secondary routes and summarised key issues and opportunities to improve walking in the local area. This was considered and incorporated into the final WNP and WNAP for Innisfail, alongside the feedback and vision from CCRC officers. Refer to Stakeholder and community consultation summary report Appendix A and Appendix D for the community consultation workshop meeting minutes and internal council stakeholder workshop outputs, respectively.

**Figure 3: WNP methodology**



# Existing situation

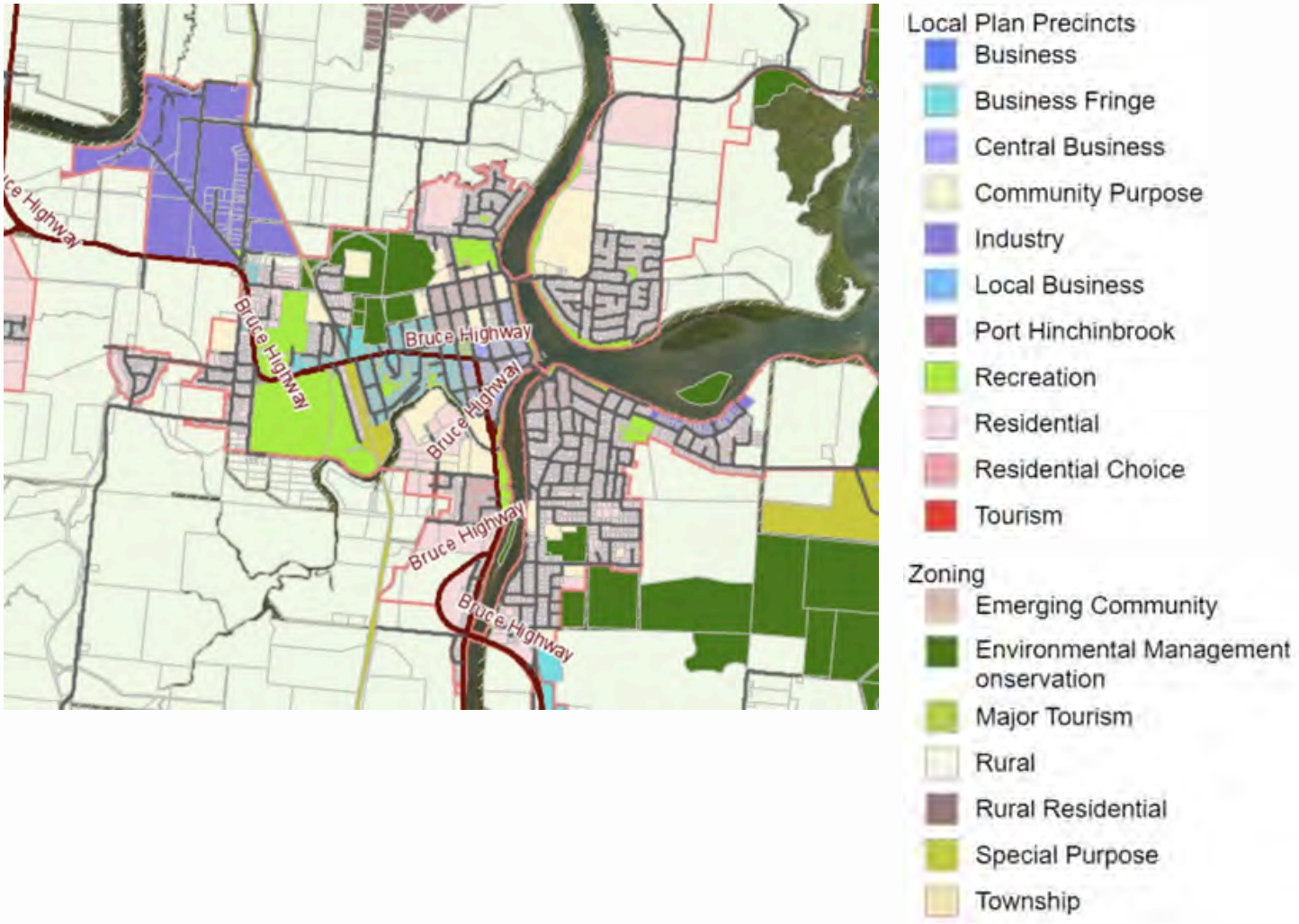
Located approximately 88km south of Cairns, Innisfaili's nestled amidst lush tropical rainforests, sugar cane fields and banana farms. The town has a rich cultural heritage, reflecting its diverse population and historical significance in the region's sugar industry. Innisfail offers a relaxed lifestyle with access to both natural wonders and modern amenities, making it a popular destination for tourists and residents alike. Innisfail's major regional activity centre role plays an important commercial, retail and administrative role for Cassowary Coast and the Far North Queensland region.

# Land Use Context

Innisfail project study area includes the central business precinct in the heart of Innisfail surrounded by residential and further afield rural zoning. Community facilities are scattered across the area with schools representing the majority of community purpose uses. The region also includes high levels of recreational and open space areas along the Johnstone River, Innisfail showgrounds, Warrina Lakes and local parks. A large industry precinct is included in the north-west of the study area at Goondi Bend.

Figure 4 illustrates the land use within the study area, showing a mix of central business, business fringe, residential, recreation, community purpose, and industry.

**Figure 4: Innisfail Zoning (Source: Cassowary Coast Regional Council)**



# Demographics

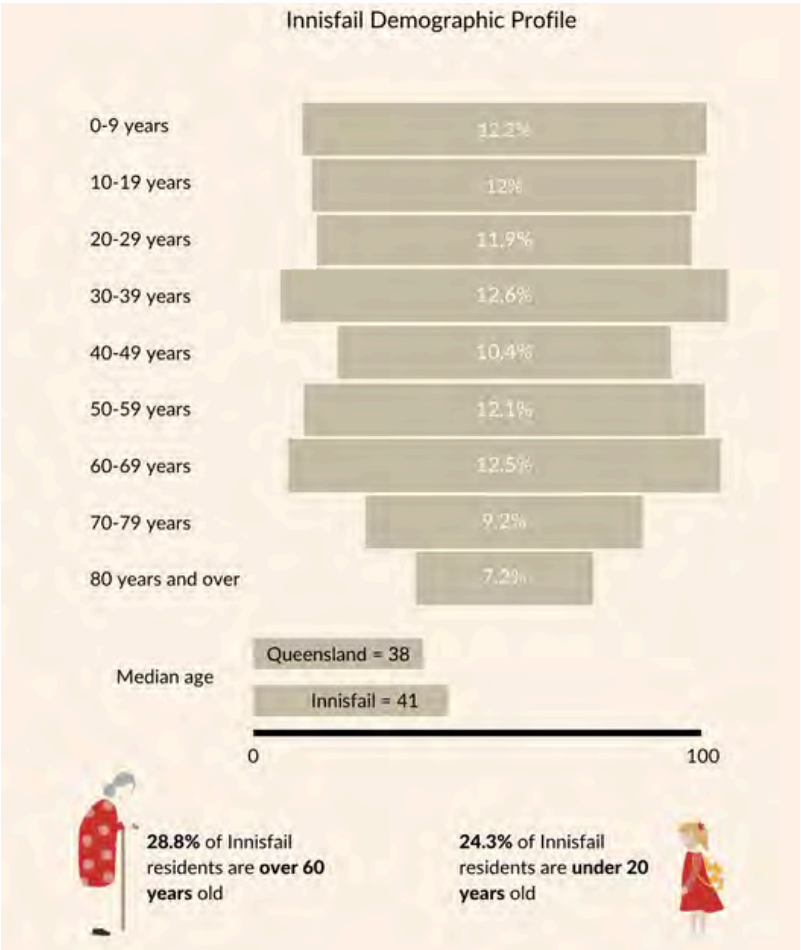
According to the 2021 census, the urban centre and locality of Innisfail has a population of 7,173 people. With approximately half of the population within a young or elderly age bracket (under 18 or over 65) (ABS, 2021), a safe walking environment is paramount in ensuring these more vulnerable users can navigate the network safely. Of the population, 21% of residents identify as Aboriginal and/or Torres Strait Islander people which is significantly higher than the Queensland and Australian average of 4.6% and 3.2%, respectively.

Appendix B also shows Innisfail generally has a high percentage of people requiring assistance for core everyday activities (including self-care activities such as eating or getting dressed, movement and communication). The area with highest need for assistance is along Railway Street where the Ozcare Innisfail Aged Care Facility is located.

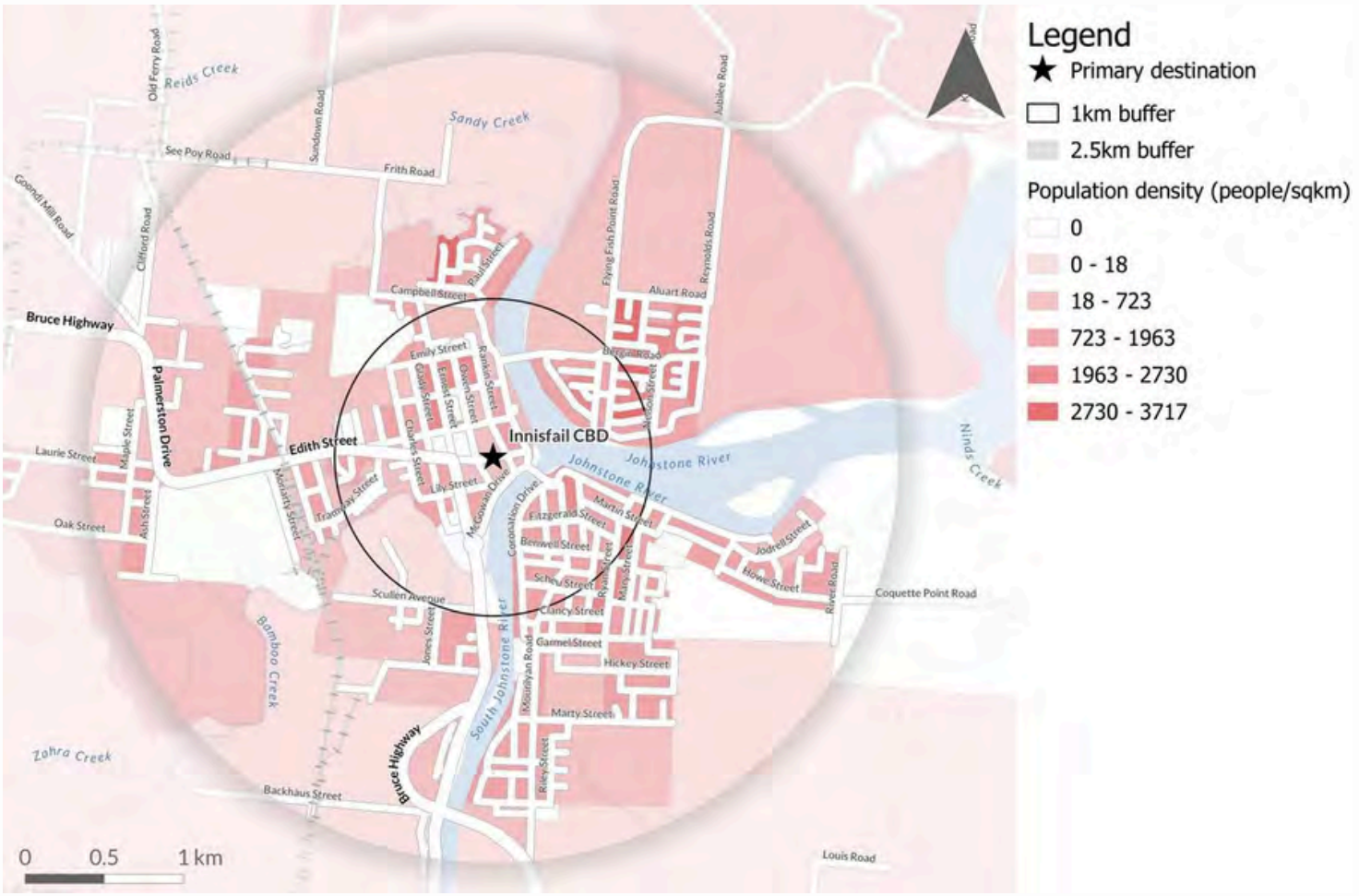
The demographic data for Innisfail suggests that there is a slightly higher proportion of disadvantaged groups (older people, and people on lower incomes)when compared to the state and national averages. Improvements to the walking environment are likely to create significant benefits in improving conditions for these disadvantaged groups.

## Populations Density

Lower-density residential areas radiate outwards from the major regional activity centre with most homes being single-dwelling detached homes. Medium-density living is scattered across town for seasonal workers and aged care. Outside of the urban fringe consists of agricultural land that is consistent with a very low population density. The Innisfail population density is illustrated in Figure 5. The proposed development between Flying Fish Point and Reynolds Road has been included in the population density shown based on estimates for number of houses and average persons per dwelling.



## Figure 5: Population density by mesh block




## Localised Mobility

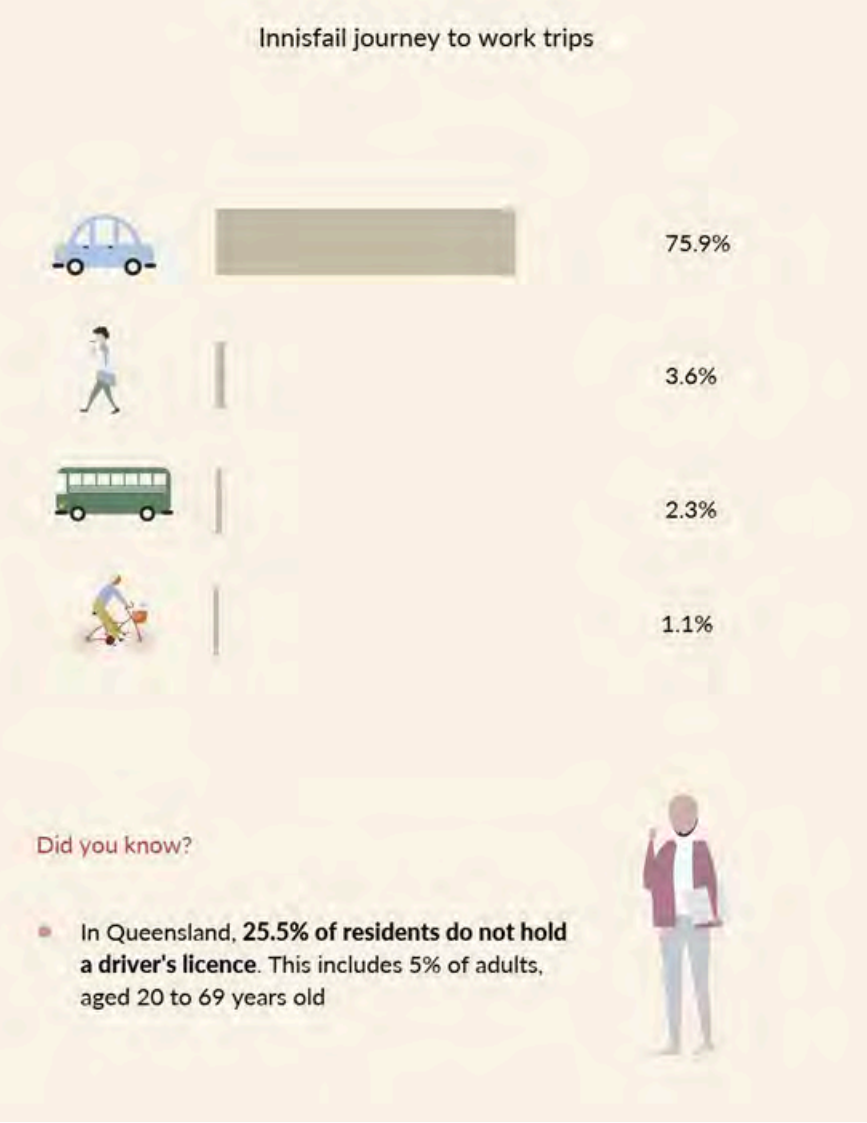
The majority of commuter journeys to work in Innisfail are made by private motor vehicle, where public transit, cycling and walking make-up a marginal mode share. Motor vehicle ownership from the 2021 census indicated households that do not own a car are relatively high (up to 12.3% of households) when compared Queensland (5.7%) and Australia (7.3%).This can potentially be attributed to the more elderly population or seasonal workers of Innisfail. The image to the right provides a summary of journey to work trips.

Innisfail is a relatively compact regional town with many residents living within walking distance of the town centre, schools, parks, and community facilities. The town centre attracts visitors for retail, commercial, and dining purposes, which leads to increasing pressure on car parking at key destinations. Improvements to walking infrastructure can help reduce car parking demand and support Innisfail to become a more attractive, walking-friendly environment.

## Economy

In 2023, the Gross Regional Product across the Cassowary Coast region amounted to $2.2 billion (Cassowary Coast Regional Council, 2023). Innisfail is a core economic and tourist destination within Cassowary Coast. As the largest town and only Major Regional Activity Centre within Cassowary Coast, the Innisfail CBD is the region's most significant commercial, retail, and administration hub.

While Innisfail supports the economy through tourism, the town also plays a major role in supporting the region's sugarcane and banana industry, such as the necessary services and accommodation for its workers. Walkable centres lead to more vibrant and economically prosperous businesses and communities. Improvements that support walking within the Innisfail CBD will support increased activity and contribute to economic development, providing safe and convenient walking experiences for residents and visitors alike. The Innisfail WNP must ensure it considers and connects the multi-faceted local, economic, recreational, and tourist-related walking trips that are undertaken each and every day.



# Existing Pathway

The pathway network in Innisfail consists of wide pathways in the CBD, a range of shared pathways along waterfront locations, and linear routes connecting longer distances within the township. A map of the existing pathways can be found in Figure 6.

The town centre has a significant provision of pedestrian (zebra) crossings, allowing for pedestrian priority and enhanced connectivity. The paths within the town centre are predominantly wider than three metres allowing for greater usage typically found in a centre. There are also supporting facilities along these pathways such as weather protection (awnings and trees), benches, lighting, bins, artwork, and drinking fountains within the town centre.

Shared pathways are provided along waterways including Johnston River, South Johnston River, and its tributaries. These pathways are linear in nature and provide longer distance connections to the fringe of the township. These pathways provide relatively direct traffic-free routes that can be used by commuters and recreational active transport users. These pathways include:

- the Bridge-to-Bridge circuit which loops between the Bruce Highway and Jubilee Bridge along South Johnstone River
- river-front connection along The Corso and Fitzgerald Park
- new 2.5m wide shared path along Dalrymple Esplanade between Reynolds Road and Tierney Street
- connection from Geraldton Bridge to the Johnstone River Community Gardens
- along the South Johnstone River tributary from Gladys Street to Kookaburra Close.

The kerb ramps within Innisfail are functional, however they do not align with the standard drawings defined by TMR. There are some locations within Innisfail where accessibility for people with reduced mobility is a particular challenge. This includes locations where there are missing kerb ramps or long crossing distances (for example at the intersection of Rankin Street and McGowan Drive or on Lily Street at Owen Street).

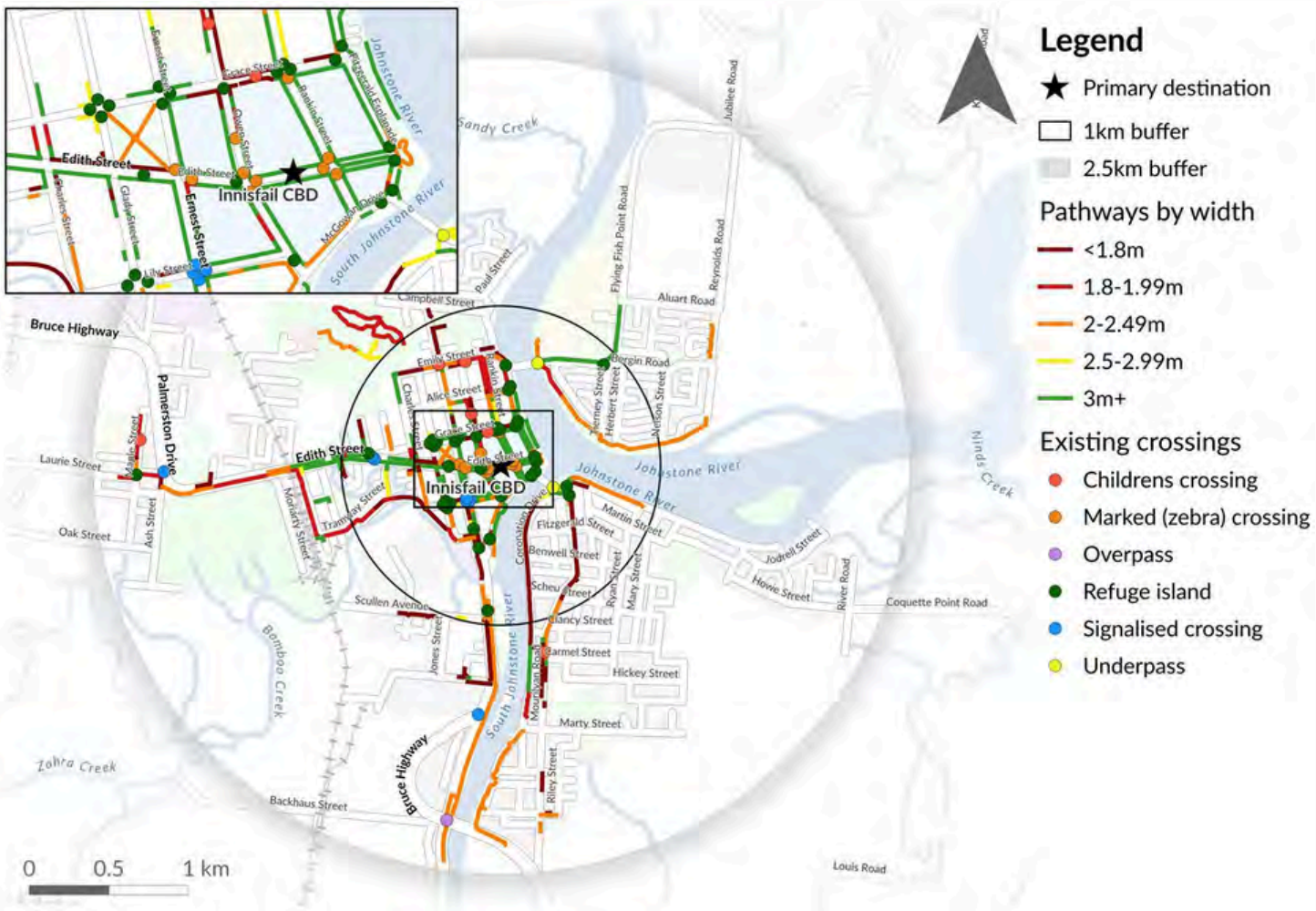
There is reasonable provision of footpaths along the main roads, while smaller local roads have limited footpath provision. The grid pattern of Innisfail's streets makes it conducive to a permeable walking environment.

A summary of the key features of the existing walking network includes:

- High-quality footpaths within the town centre with footpaths over 3m in width and marked (zebra)crossings on multiple legs of intersections.
- Many of Innisfail's town centre pathways in the heart are protected from weather elements through awnings and shade trees.
- Lack of connected footpath network within residential areas for local journeys.
- Footpaths are provided along linear routes linking sections of the town together over greater distances (e.g. Bruce Highway and Coronation Drive).
- The compact urban form allows for relatively comfortable walkable distances to reach destinations such as the town centre.
- Recreational and commuter pathways are provided along the banks of Johnstone River at various locations which allow for traffic-free connections.
- Johnstone River creates a significant natural barrier to accessing parts of the town which impacts on travel times for walking in some cases.

- Bridges provide walking and cycling access; however, cyclists must dismount on Geraldton Bridge and lack of separation devices on the Bruce Highway across South Johnstone River creates an unpleasant crossing facility with large trucks passing by.
- There is generally low shade and weather protection from tree canopies throughout Innisfail, with the exception of East Innisfail which holds a significant tree canopy for the majority of the suburb.
- Tree canopies provide significant benefit and disbenefit to the footpath network, with significant tree debris causing slippery conditions and constant need for maintenance and cleaning. Innisfail pathways suffer from significant slipperiness in wet periods where algae forms over footpaths making unsafe walking conditions.

### Figure 6: Existing pathways and crossings



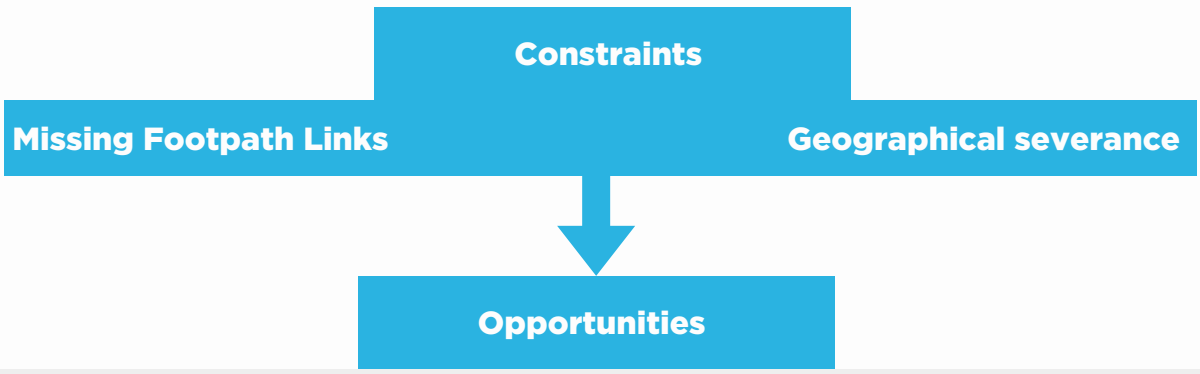
# Opportunities and Constraints

Innisfail has a connected footpath network in the town centre, and along key radial spines, however there more limited footpath provision in the surrounding residential areas. Missing footpath connections and geographical severance caused by waterways, major road arterials and rail lines are the major constraints to walking within Innisfail(see map at Figure 7). Other barriers to walking in Innisfail include:

- major roads such as the Bruce Highway which can be difficult and inconvenient to cross
- dispersed, low-density settlement pattern outside of the activity centre which can create indirect and longer walking routes
- hilly terrain which increases the effort for walking around Innisfail.

The major arterial road (Bruce Highway) through the centre and the railway line create physical severance for walking movements due to the limited crossing facilities. These major roads have high traffic volume and speeds, very limited formal crossing opportunities, as well as the very wide crossing distances on the main carriageways and side streets. Additionally, roundabout treatments are provided at many locations throughout the township, which tend to provide poor outcomes for people walking as there is less priority for people crossing them, with island median crossings often located away from the desire line. These can often be daunting to cross due to limited traffic gaps and high speeds.

The natural barrier of the Johnstone River creates limited access into the town centre to the north-east and south-east suburb an areas of Innisfail. These areas are only accessible by bridges located at significant distances apart, which creates a fragmented walking network resulting in longer and indirect walking journeys. The town's low-density, single detached dwellings dominate most of the housing typology outside the activity centre, particularly to the east. This decreases the population within the target walking catchment.




Despite these challenges, there are a number of simple opportunities for walking in Innisfail, including the potential to:

- Reinforce walking access to the Innisfail CBD by upgrading existing facilities.
- Creating accessibility improvements by installation of kerb ramps and tactile markings where none exist and improving non-compliant locations.
- Building more slip-resistant footpaths to reduce the likelihood of injuries
- Improve access to and along key recreational routes, including the riverside shared pathways. This would also include installing safe crossing facilities at road junctions and improving wayfinding for locals and visitors.
- Address locations with recorded incidences of pedestrian and bicycle crashes by delivering appropriate off-road pathways combined with safe crossing facilities.
- Leverage the existing road grid layout of the township to improve and implement connected and direct pathways to destinations.
- Provide improved safe and prioritised crossings of major roads and roundabouts at desire lines.
- Coordinate with the CBD Revitalisation Master Plan to implement higher quality walking environments in the CBD.

Many of the existing footpaths in Innisfail are nearing the end of their service life. This includes footpaths that have become overgrown, damaged, and slippery due to high and constant rainfall. There are also some footpaths that require accessibility improvements to allow for universal access.

The main town centre precinct and surrounding areas have locations with relatively steep slopes which also makes it less convenient and accessible to walk (refer to Appendix B). Installation of footpaths in some areas of Innisfail may be challenging, particularly where the verge is very narrow, steeply sloped towards or away from the road or where vegetation is overgrown through the verge. These areas may require pedestrians to walk on the road or choose alternate indirect routes.

Existing crash data indicates a relatively high number of active transport-related incidents resulting in pedestrians requiring medical treatment or hospitalisation. Appendix B displays these crashes, with a concentration of incidents at locations with high traffic volumes such as major roads and bridge access points, as well as at intersections and roundabouts. Ensuring that pedestrian crash sites are addressed to ensure safe and connected walking facilities is important to help mitigate against severe future occurrences.

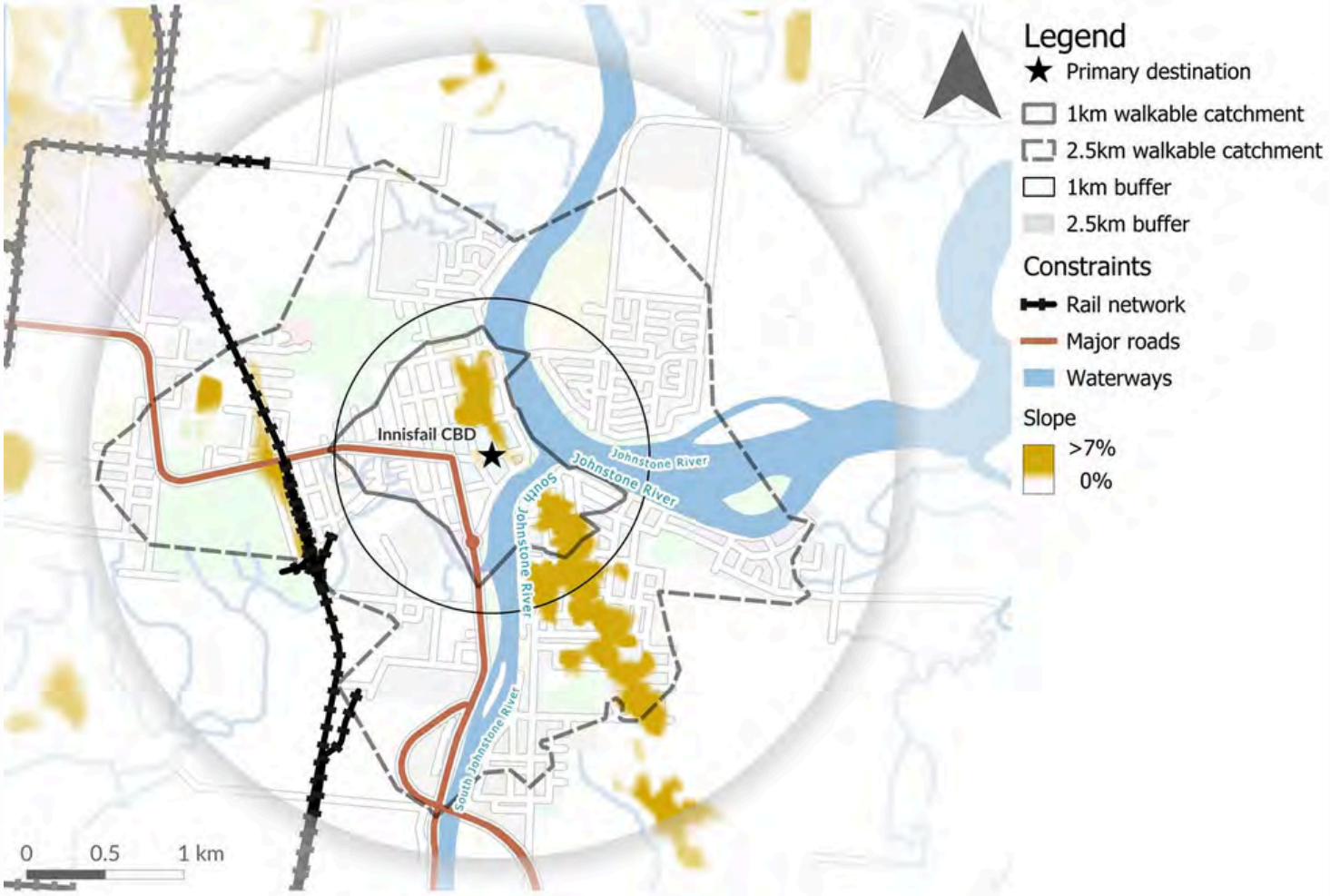
There are also a number of opportunities to improve local walking conditions as shown in the above table. Wider best practice planning opportunities to improve walking in Innisfail are shown adjacent.

What makes a great walking environment?

A great walking environment is characterised by a blend of well-designed infrastructure that encourages people to walk, along with inviting elements that promote not only movement but also staying, relaxing, playing, and meeting others. When planning for walking, good and accessible infrastructure is very important, but it is not the only consideration. Making the environment attractive for everyone is crucial, and design plays a significant role in this.

The following criteria, developed based on research from authors such as Jeff Speck, Project for Public Spaces, and Jan Gehl, aim to provide a simple yet robust framework of aspects and elements that are vital for creating excellent walking environments.

## Figure 7: Physical constraints to walking



# Walking Network Plan

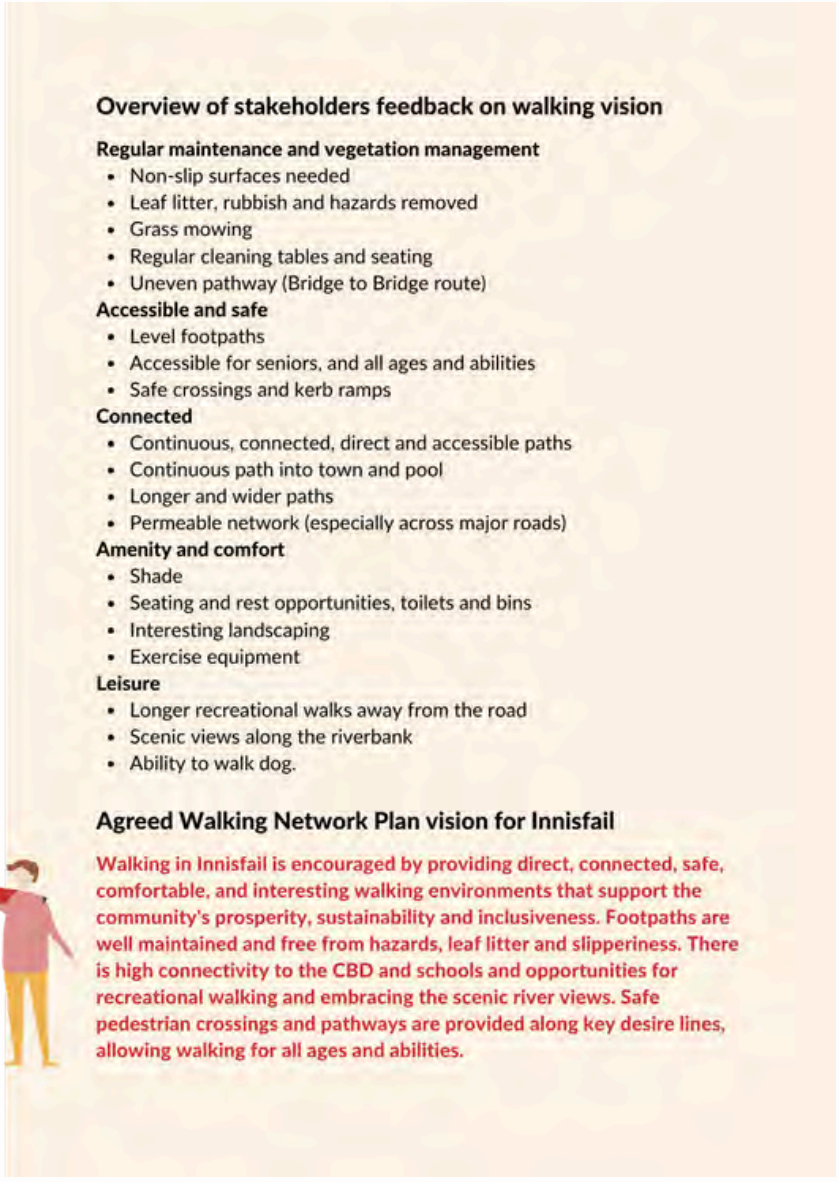
## Figure 7: Physical constraints to walking

The walking vision for Innisfail has been informed by the internal meetings with CCRC staff and stakeholder engagement with the community. A vision exercise was held at the Innisfail community consultation workshop(refer to Stakeholder and community consultation summary report Appendix A for meeting notes) to develop a vision that captures the desires and meets the needs of the community. Participants were asked to consider their personal future visions for walking in Innisfail. The council officer feedback on the vision was related to safety and achieving Disability Discrimination Act 1992 (DDA) within their ability. Council officers identified that DDA compliance could be difficult to achieve in outdoor environments, particularly parts of Innisfail that have significant hills.

The key vision themes identified by stakeholders were:

- Maintenance and vegetation management
- Accessible and safe
- Connected pathways
- Amenity and comfort
- Leisure.
-

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



# 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 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 on Edith Street next to Woolworths in the Innisfail town centre. A range of other secondary destinations were defined, including:

- Schools/childcare centres
- Recreation and community facilities including parks, showgrounds, gardens and the river foreshore
- Health facilities including the Innisfail Hospital
- Transport hubs including the Innisfail train station and bus stops located near Anzac Park and on Owen Street
- Town centre and shops
- Community facilities including the library and t hall
- Tourist accommodation options including hotels, caravan parks and backpackers
- Seasonal worker accommodation options.

Upon confirming the primary and secondary destinations, the draft WNP was developed by mapping the existing pedestrian network, walking constraints and a 1km and 2.5km walkable catchment based on the distance one could reach based on walking via that pathway and road network. The draft WNP is developed through trip generation from secondary destinations and population mesh blocks to develop an estimated number of pedestrian trips on different footpath links. The intensity of these trips is shown in the route intensity map in Appendix B.

The draft WNP used during stakeholder consultation is provided in Appendix B The map shows that the primary network has produced a radial network extending out from the primary destination, utilising the shortest routes. The secondary routes connect to the primary routes and mesh block population mid-points.

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

The draft plan was reviewed prior to consultation in order to allow a more focused discussion in the Stakeholder Workshop. The initial review provided a wider network lens. Some of the key modifications that were made to the original WNP included:

- Reviewing key pedestrian desire lines (shown in Figure 8) and ensuring WNP provides links to the key walking routes.
- Maximising the use of green and blue corridors, including riverfronts, creeks and parks rather than roads for primary routes(where possible).
- Adaption and consolidation of routes to provide logical and legible routes, for example, removing or extending routes that stop in the middle of a street.
- Removal smaller residential connections which cater for a limited number of people walking.
- Alignment of walking routes with bus routes/bus stops.
- Alignment of primary routes with the principal cycle network plan (PCNP).

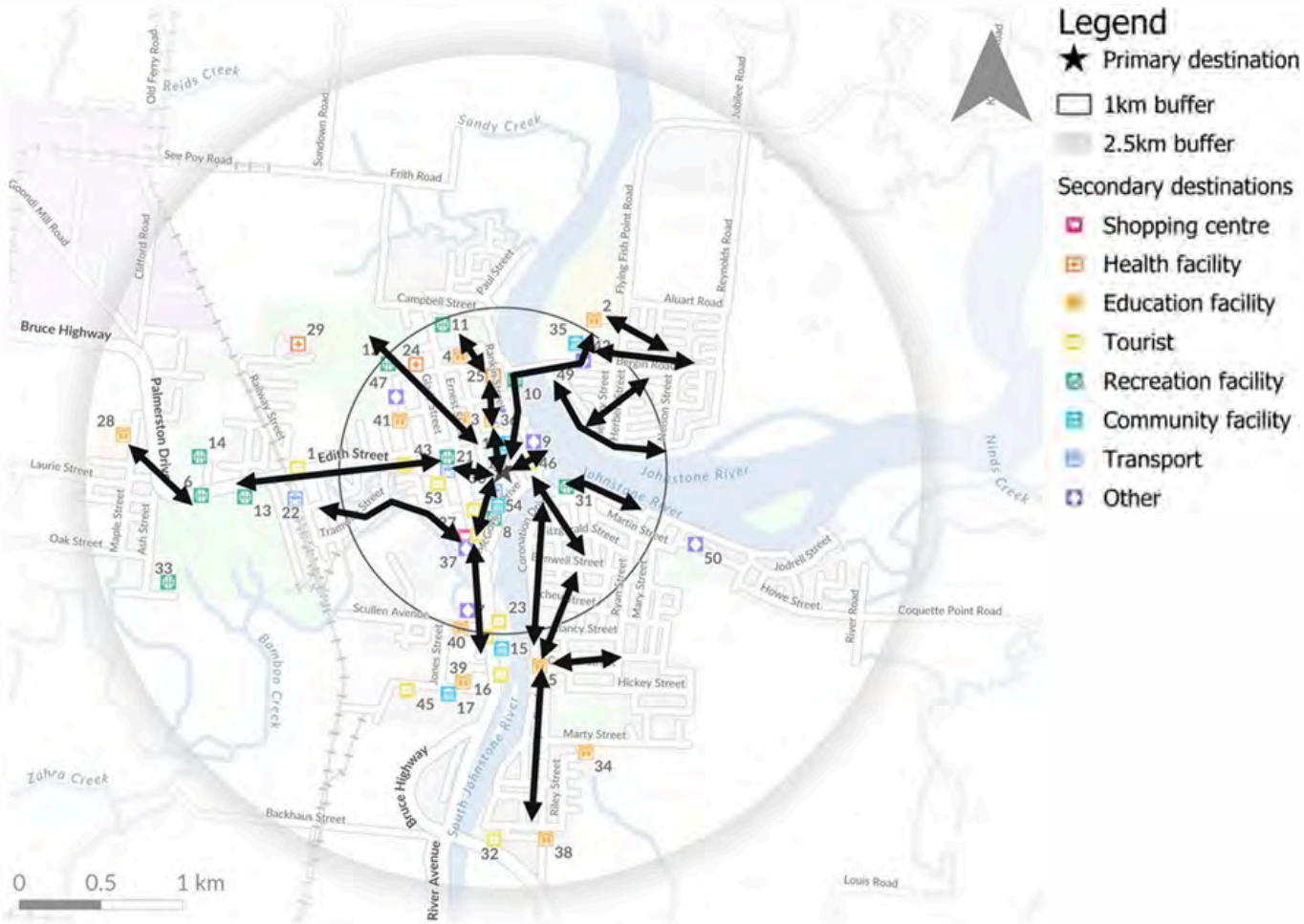
Primary routes

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: Innisfail walking desire lines**



# Testing the WNP with Stakeholders

## Site Audit

A site audit was undertaken prior to the stakeholder workshops to review the primary routes and compare mapping outputs with the conditions on the ground. 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 the Stakeholder and community consultation summary report Appendix C.

## Stakeholder Workshop

Two stakeholder workshops were held on the 30th of May 2024 at the Innisfail Disaster Coordination Centre– 9:30-11:30am and 5-7pm. Community stakeholders, community members and government stakeholders (including the Mayor and local councillors) were invited to provide feedback on the draft WNP using local knowledge to ground-truth the prioritised routes and note barriers. The workshop entailed multiple components notably:

- A ‘user experience’ walking audit, which included mobility aids such as a pram and a shopping cart.
- Development of a walking vision after reflecting on inspirational walking environment photos provided for reference.
- Review and discussion on the draft WNP using local knowledge about barriers, issues and opportunities.
- Prioritisation of the routes based upon key desire lines (refer to Figure 8) and demands identified by the community.
- Identification of potential works/actions.

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 the Stakeholder and community consultation summary report Appendix A.



**Figure 9: Stakeholder workshop feedback summary**


## Community Pop Up Event

Following the morning stakeholder workshop, two pop-up stalls were set-up inside the Innisfail Library and outside the Innisfail Woolworths. Pop-up flyers were posted on the community noticeboard prior to the event to create awareness and attract community members to contribute to the development of the WNP.

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, shared paths along the beach, and lighter quicker cheaper alternatives with activation such as painting. The results of the community pop-up events are provided in the Stakeholder and community consultation summary report Appendix A.

## Online Survey and Interactive Mapping Tool

Innisfail community members were invited to have their say on a more walking friendly town by sharing their thoughts through an online survey and interactive mapping tool. They were able to summarise current walking routes, highlight areas of concern and map out desired pathways for the future.

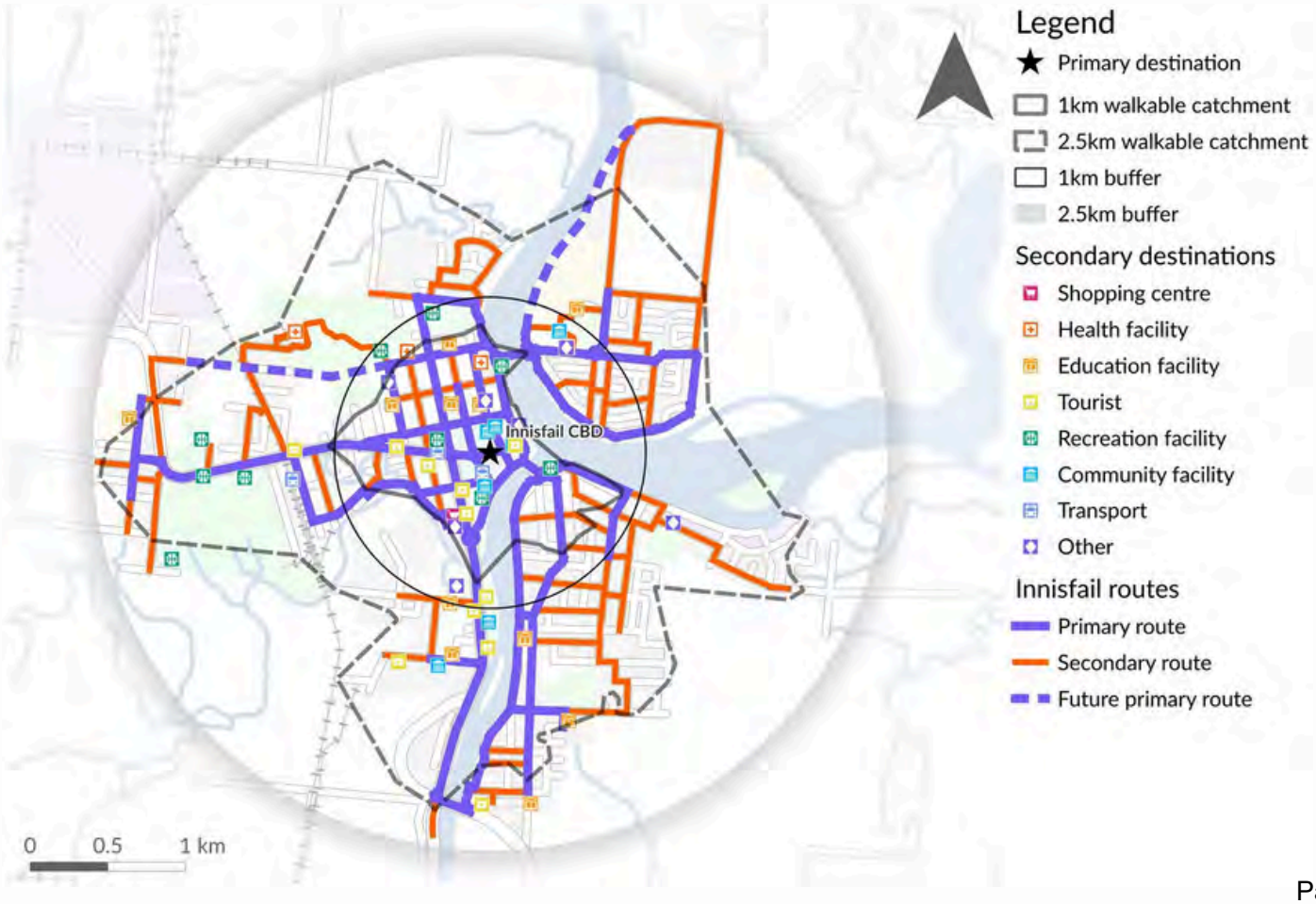
To ensure the community were aware of the project Council ran a public campaign during the consultation period (Monday 20th May to Sun 9th June) which included newspaper advertisement, emails, corflutes and posters around town, live radio, radio advertisement and more. The Your Say webpage received 54 contributions over the 3-week period. Common issues raised by the community related to path quality, traffic, unsafe or no crossings, no maintenance schedule, lack of protection from traffic and narrow roads with no paths/obstructed verges.

Stakeholder and community consultation summary report Appendix B includes the stakeholder consultation summary report prepared by council.

# Final Walking Network Plan

The final WNP, shown in Figure 10 and in higher resolution in Appendix C, was prepared based on feedback in both the community stakeholder workshop, pop-up event, community feedback through online survey which indicated people's current and desired walking routes and internal stakeholder sessions with council. The update incorporated changes to classifications of primary and secondary routes and new additional routes.

**Figure 10: Final Innisfail WNP**



# Walking Network Action Program

The WNAP identifies a pipeline of projects for Council to implement to achieve Innisfail's walking vision for direct, connected, safe, comfortable and interesting walking environments. The WNAP identifies projects across the study area and provides a summary of the location, actions type, recommendation, priority, staging, responsibility, source and cost estimate, among other desktop assessment summaries.
The WNAP projects were identified using feedback from the stakeholder workshop and Council officers, online survey results as well as desktop assessments and site visits by the study team.
The stakeholder workshop participants identified a number of priority actions, including:

- Maintenance of existing pathways
- Pedestrian crossing on speed bump at Senior Citizens Hall and pool to Woolworths
- Pedestrian crossing at R.S.L club
- Pedestrian crossings from schools to town
- Public toilets in CBD
- Reduce CBD speed limit to 30km/h
- More bins.

Full details of stakeholder/community priorities (including 'votes' for each suggestion) can be found in the workshop minutes at Appendix A in the Stakeholder and community consultation summary report.

Site visits were undertaken before and after the stakeholder workshop in order to observe travel behaviour, demand/desire lines and footpath and comfort provision and quality across the network. The visits targeted school drop-off and pickup times near key local schools and exploration of all primary routes and most secondary routes to consider potential for footpaths, crossings or other actions.

In addition, a desktop assessment considered the location of primary and secondary destinations, bus stops, constraints, and the WNP route designation in order to identify missing walking links and crossings required to navigate the network. A review of previous planning and planned actions was also conducted, including review of the footpath conditions assessment and the Principal Cycle Network Plan.

Finally, a workshop was held with internal CCRC staff to review and refine the draft WNAP. Outputs from the interactive council stakeholder workshop can be found in Appendix D in the Stakeholder and community consultation summary report.

# Projects

A total of 148 projects were identified in the WNAP, ranging from footpath and shared path provisions, to crossing improvements, investigations and supporting facilities. Table 1 provides a summary of the WNAP projects as an overview of the action types recommended. The full WNAP is provided in Appendix D, with the project locations by actions type shown in Figure 11 and The full WNAP is provided in Appendix D, with the project locations by actions type shown in Figure 11 and Figure 12.

## Table 1: WNAP project summary

| Works type | Projects |
|---|---|
| Footpath provision | 51 (20.3 km) |
| Shared path provision | 26 (8.9 km) |
| Footpath widening/improvements | 5 (1.9 km) |
| Shared space | 3 |
| Supporting facilities | 6 |
| Investigation | 9 |
| Crossing provision | 27 |
| Crossing improvements | 19 |
| Lighter quicker cheaper alternative | 2 |

The WNAP supports improvements to primary connections within the precinct, including investigations into footpaths and street crossings on desire lines, safety improvements and supporting facilities such as seating, shade, lighting and wayfinding signage. Further investigations to support improvements that were unable to be summarised within the scope of this project were also identified. The proposed actions will allow new and upgraded footpath connections and crossings to key destinations such as the town centre, schools, community facilities, shops and high demand walking routes.

Not all WNP defined routes have proposed actions, however that does not mean that footpaths are not required if they are missing on particular links. The WNP acts as a guide to planning where future footpaths are needed, even where footpaths are not specified in the actions program.

Council have developed desired standards of service for walking infrastructure in the council(Table 2). All projects in the actions program and any additional projects should aim to achieve these desired service levels. Council should work to progressively increase their tree canopy and rest areas across the network to promote longer trips by foot or bike from and within the outer communities.

## Table 2: Desired standard of service for new pathways(Source: CCRC)

| Hierarchy classification | Pathway standard | Other features |
|---|---|---|
| Primary | 2.5m concrete shared path | Street trees – one every 10m<br>Seating – every 250m (under trees)<br>Lighting on routes with high night usage<br>Wayfinding signage |
| Secondary | 2.0m concrete path | Street trees – one every 20m<br>Seating – every 500m (under trees)<br>Wayfinding signage directing users to primary pathways |

# 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 4 summarises the works rationale within each ranking category.

### Table 3: WNAP ranking assumptions

| Essential | Important | Other improvements |
|---|---|---|
| Safety related, including:<br>• Footpath provision on streets classified as greater than Collector<br>• Crash or hazardous location<br>• Speed limit reviews<br>• Lighting, crossings, removal of trip hazards | Works that encourage walking/comfort improvements, including:<br>• Seating<br>• Street furniture<br>• Decluttering of path area<br>• Shade and shelter | 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, 122 projects ranked as essential, 19 projects ranked as important, and 7 projects were identified as other improvements. A summary of actions by rank is shown in Appendix D.

Following identification of the action priority, a priority classification lens was applied. Community and council officer feedback was used to identify areas of interest(AOI) within the community which were given a higher priority over actions on the same route designation and rank.
The areas of interest included:

- adjacent to schools
- Bruce Highway high speed road environment
- crossings outside Seniors Hall
- bridge to bridge route
- Fitzgerald Esplanade CBD to river.

Table 4 summarises the priority classification based on rank, WNP route designation and location (whether within an AOI). Maps showing the priority of each action is shown in Figure 13 and Figure 14 and provided in Appendix D.

### Table 4: WNAP priority assumptions

| WNP designation\rank | Essential | Important | Other improvements |
|---|---|---|---|
| Primary route in AOI | 1 | 2 | 3 |
| Primary route | 2 | 3 | 4 |
| Secondary route in AOI | 2 | 3 | 4 |
| Secondary route | 3 | 4 | 5 |
| Future primary route (all) | 4 | 5 | 5 |
| No route designation (all) | 4 | 5 | 5 |

# Cost

The WNAP provides cost estimates based on unit rates and broad planning assumptions, including a 50% contingency. The cost estimates are strategic in nature and require further investigation through future phases of project development (planning to detailed design 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 5. The table also summarises the total number of projects per cost band. Further detail on unit rates and costing assumptions is provided in the WNAP in Appendix D.

### Table 5: WNAP cost bands

| Band | Cost | All projects |
|---|---|---|
| $ | <$50,000 | 52 |
| $$ | $50,000-$200,000 | 31 |
| $$$ | $200,000-$500,000 | 43 |
| $$$$ | $500,000- $2,000,000 | 19 |
| $$$$$ | >$2,000,000 | 3 |

# Staging and Timing

The WNAP has broken down actions into stages 1 to 5 based on priority and cost to deliver the project. Table 6 summarises the assumptions for staging and timing indicating how higher priority projects of lower cost have been included in the shorter- term while projects with high cost and lower priority have been included in the longer- term. This methodology allows council to deliver projects with the highest priority and highest feasibility first to ensure value for money outcomes.

### Table 6: WNAP staging and timing assumptions

| Priority\cost | Less than $135,000 | $135,000 - $500,000 | More than $500,000 |
|---|---|---|---|
| 1 | Stage 1: 1-5 years | Stage 2: 1-15 years | Stage 3: 15-30 years |
| 2 | Stage 2: 1-15 years | Stage 3: 15-30 years | Stage 4: 30-50 years |
| 3 | Stage 3: 15-30 years | Stage 4: 30-50 years | Stage 5: 50+ years |
| 4 | Stage 4: 30-50 years | Stage 5: 50+ years | Stage 5: 50+ years |
| 5 | Stage 5: 50+ years | Stage 5: 50+ years | Stage 5: 50+ years |

The WNAP projects are shown by staging in Figure 15 and Figure 16 and in higher resolution in Appendix D. The staged projects by type are also summarised in Table 8.

Council have undertaken additional work to identify an implementation strategy for the proposed actions. This implementation is envisaged to occur over more than 50 years with steady investment in walking infrastructure. Within the actions program, council have identified the order of implementation which is shown through the project ID (i.e. ID 1 is recommended as the first project to be implemented) and identified a recommended year of implementation. Table 6 summarises the number of projects in each stage and estimated average investment required per year for each stage.

It is acknowledged that Council have constrained budgets and may not be able to complete all the actions in the timing provided. 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 actions, 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 actions.

### Table 7: WNAP implementation strategy

| Stage | Number of projects | Total estimated $/year average | Council estimated $/year average |
|---|---|---|---|
| Stage 1: 1-5 years | 21 | $ 181,200 | $ 154,950 |
| Stage 2: 5-15 years | 42 | $ 661,560 | $ 403,905 |
| Stage 3: 15-30 years | 41 | $ 654,530 | $ 551,130 |
| Stage 4: 30-50 years | 27 | $ 591,780 | $ 321,405 |
| Stage 5: 50+ years | 17 | $ 1,006,581 | $ 928,696 |

# Concept Designs

Concept designs have been developed for eight proposed actions to enable council to proceed with potential grant applications or implementation sooner. This could also be used as example concepts to illustrate recommended approach to implementing best practice walking outcomes. The eight concept design locations include:

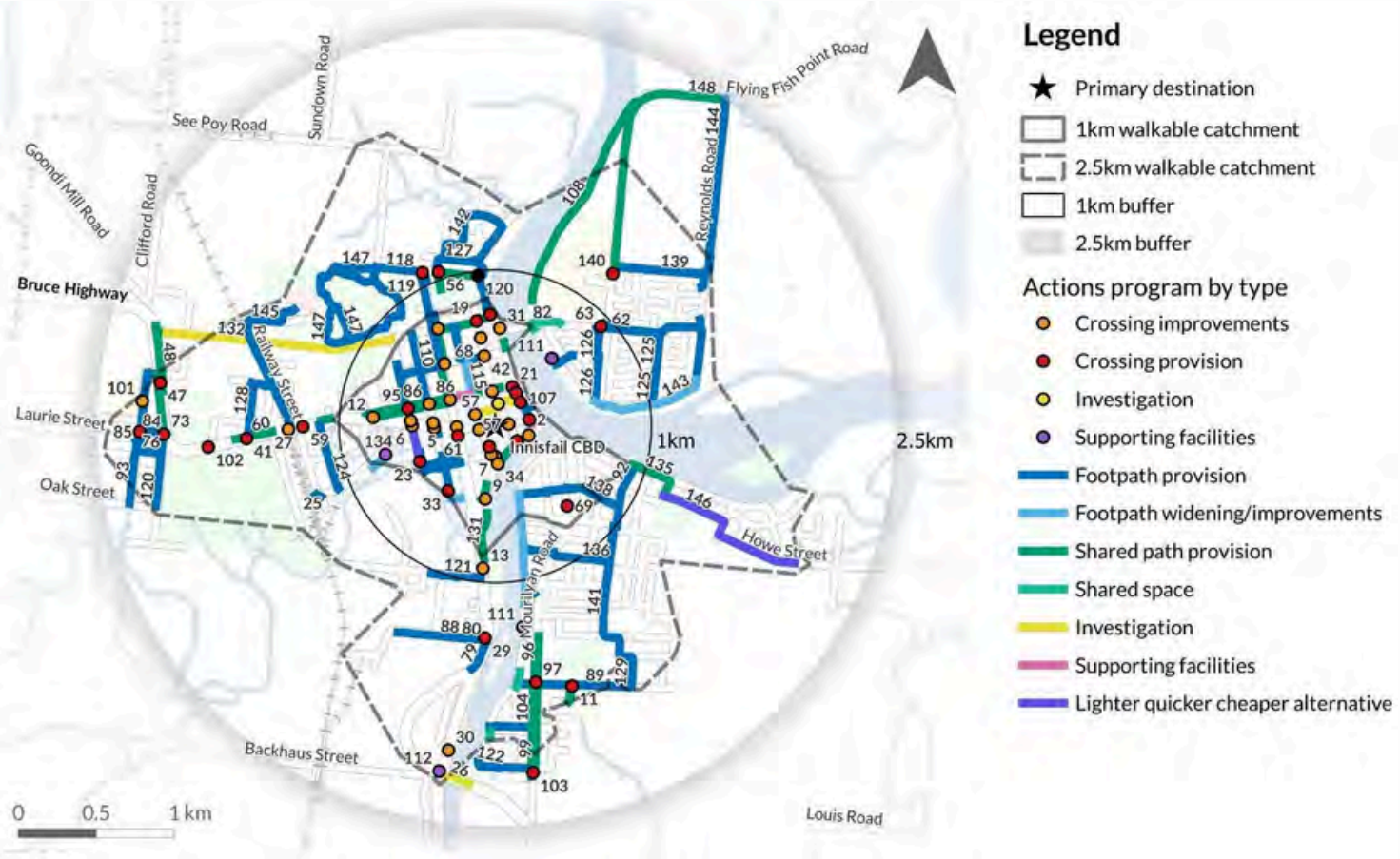
- wombat crossing on Fitzgerald Esplanade between Fitzgerald RSL to riverfront.
- wombat crossing on the northern approach of the Fitzgerald Esplanade/Flying Fish Point roundabout.
- typical wombat retrofit for a roundabout at Grace Street/Ernest Street.
- lighter quicker cheaper typical footpath arrangement along Charles Street.
- speed cushion retrofit for zebra crossing at Owen Street/Edith Street.
- crossing improvements at Lily St/Owen St intersection, including provision of wombat crossing on southern approach and kerb buildouts to reduce crossing length on the west and north approaches.
- footpath provision on Fitzgerald Esplanade from Emily Street to Campbell Street by reducing the roadway to a one-way road in the northbound direction, formalising parking and providing a footpath on the west side of Fitzgerald Esplanade. This includes footpath and crossing connections at the north and south.
- kerb build-out solutions for the Bruce Highway side streets of Glady Street and Charles Street to shorten crossing distance. Charles Street featured a permanent concrete option while Glady Street featured a lighter quicker cheaper alternative.

These concept designs have been provided in Appendix E.

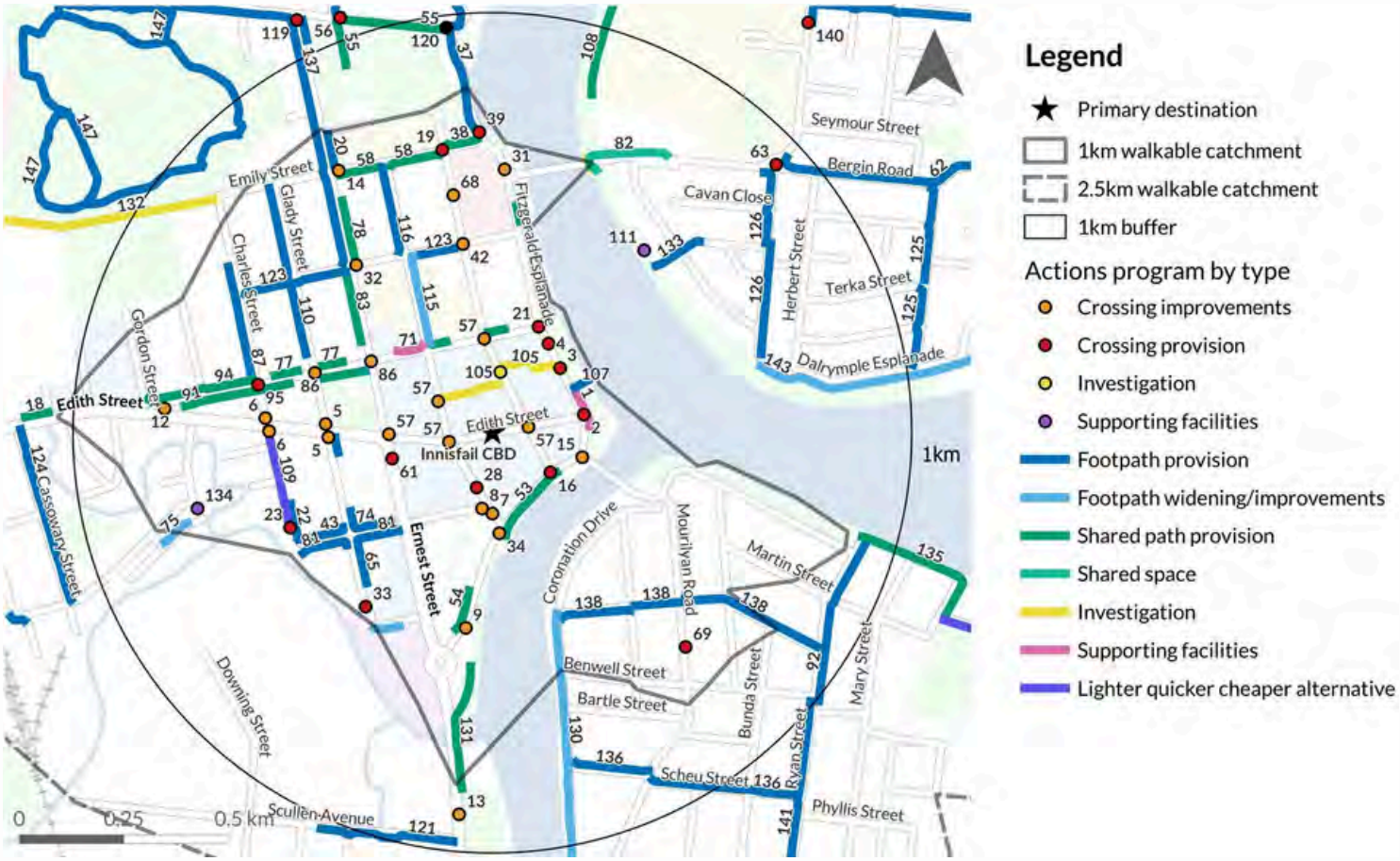
## Table 8: WNAP summary of projects by stage

| Project types\staging | Total | Stage 1: 1-5 years | Stage 2: 1-10 years | Stage 3: 10-15 years | Stage 4: 15-20 years | Stage 5: 20+ years |
|---|---|---|---|---|---|---|
| Footpath provision | 51 (20.3 km) | 1 (0.8 km) | 6 (1.3 km) | 19 (4.7 km) | 15 (5.5 km) | 10 (8.8 km) |
| Shared path provision | 26 (8.9 km) | 1 (0.8 km) | 13 (2.6 km) | 8 (2.5 km) | 2 (1.8 km) | 2 (2.0 km) |
| Footpath widening/improvements | 5 (1.9 km) | 0 (0.0 km) | 0 (0.0 km) | 1 (0.1 km) | 3 (1.0 km) | 1 (0.8 km) |
| Shared space | 3 | 0 | 2 | 1 | 0 | 0 |
| Supporting facilities | 6 | 2 | 0 | 1 | 2 | 1 |
| Investigation | 9 | 1 | 3 | 1 | 3 | 1 |
| Crossing provision | 27 | 7 | 11 | 7 | 1 | 1 |
| Crossing improvements | 19 | 9 | 7 | 3 | 0 | 0 |
| Lighter quicker cheaper alternative | 2 | 0 | 0 | 0 | 1 | 1 |
| Total | 148 | 21 | 42 | 41 | 27 | 17 |

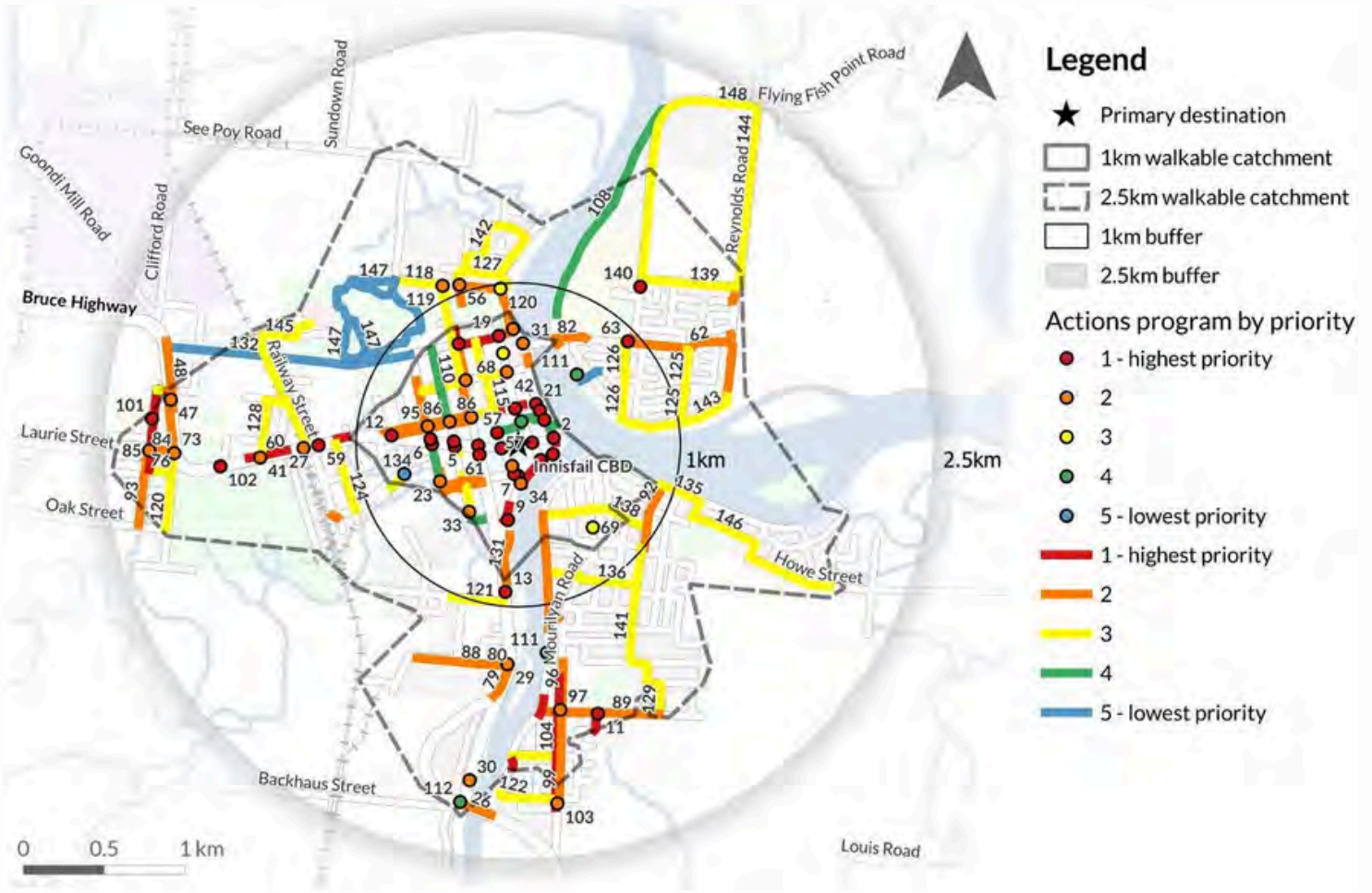
## Figure 11: WNAP by type



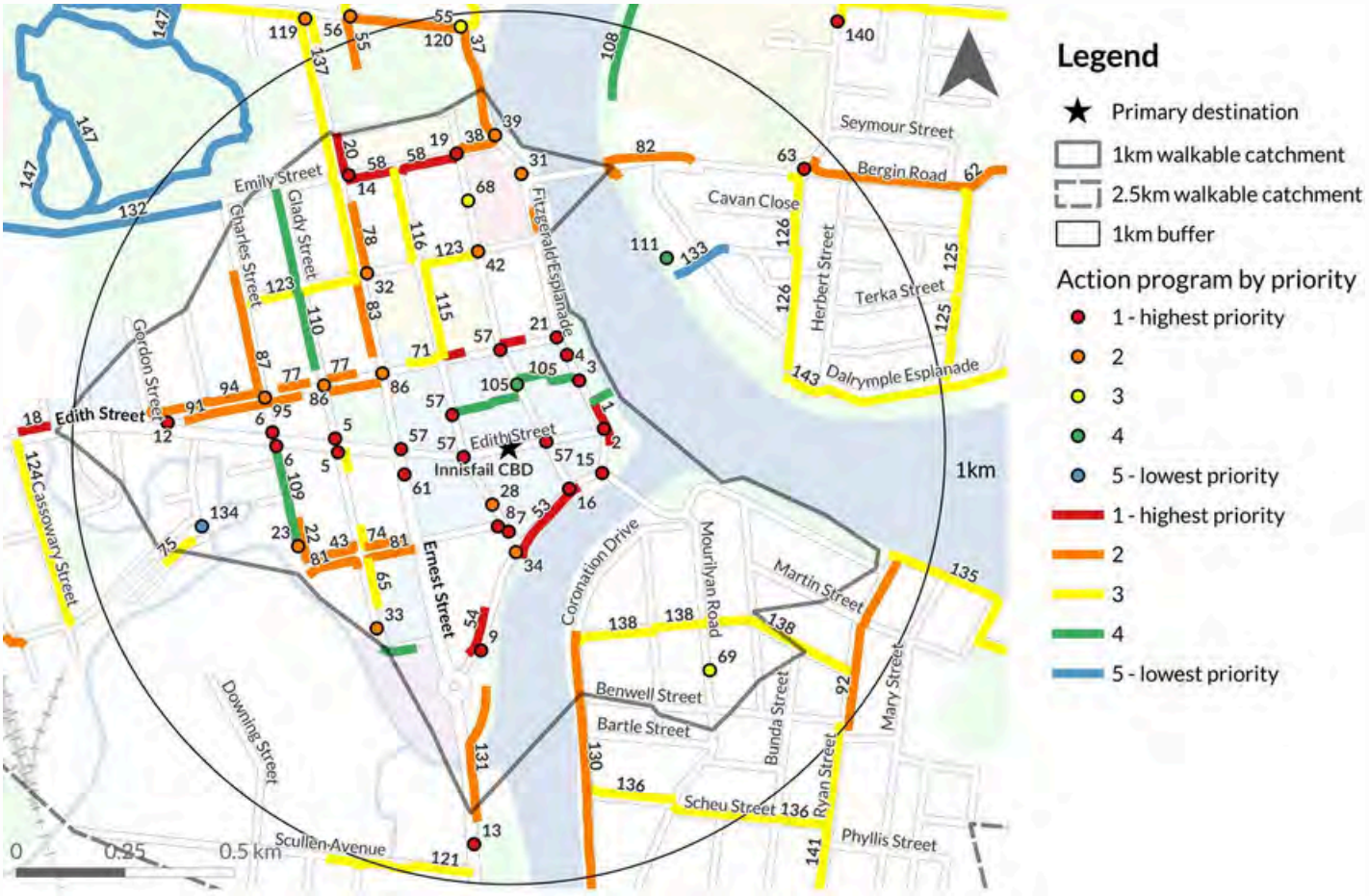
## Figure 12: WNAP by type – 1 km



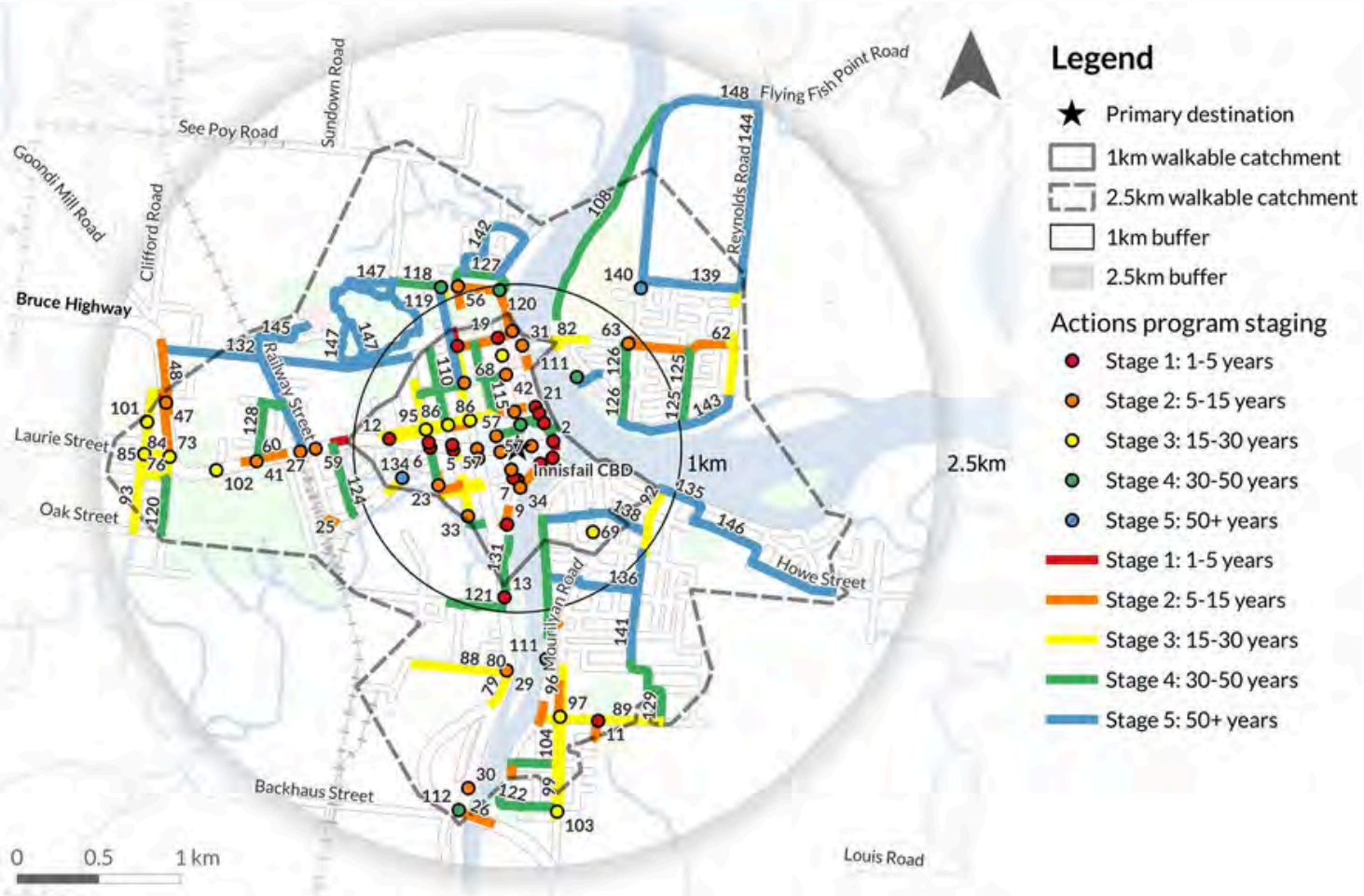

## Figure 13: WNAP by priority



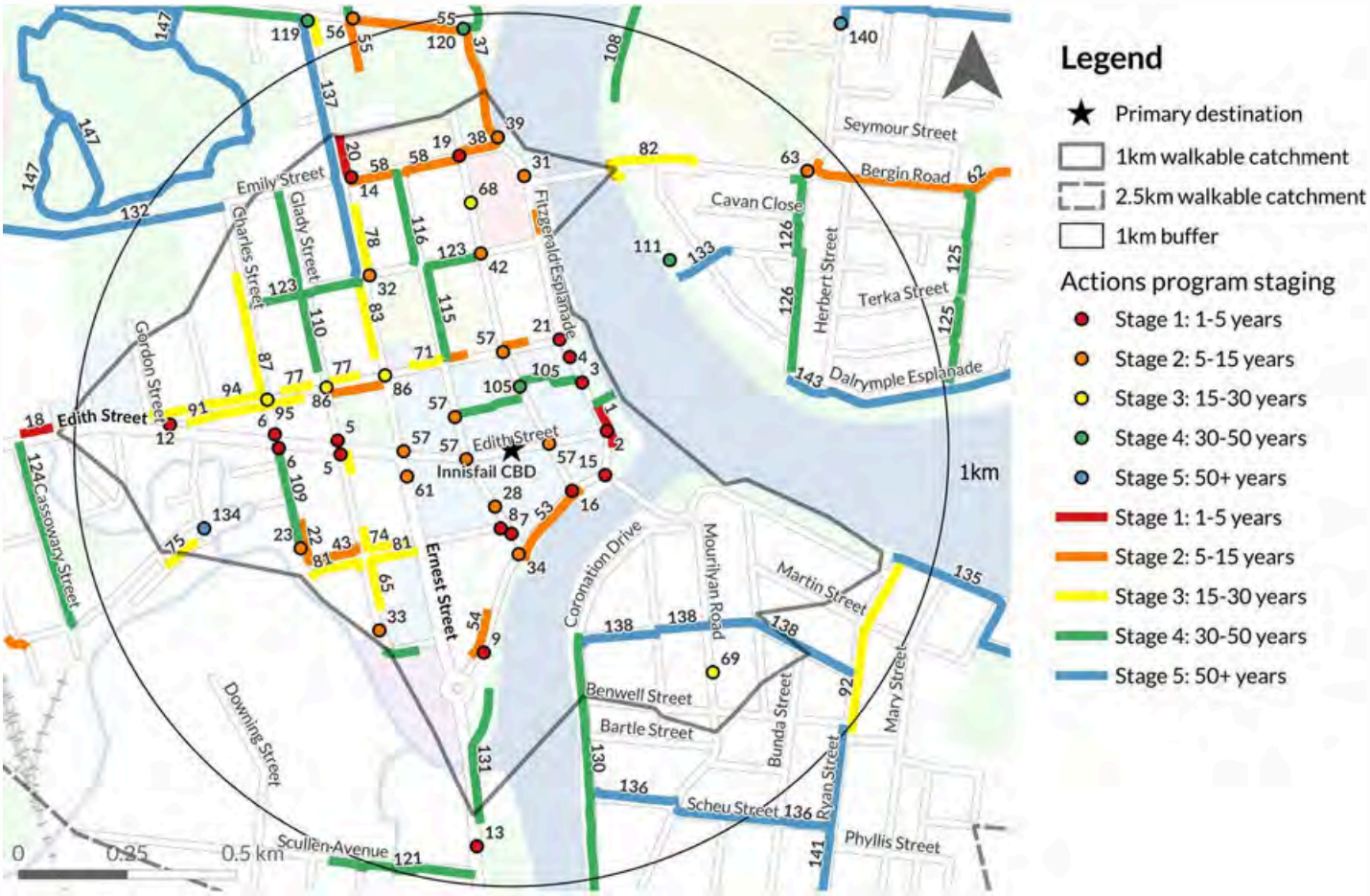
## Figure 14: WNAP by priority – 1km




## Figure 15: WNAP by stage



## Figure 16: WNAP by stage – 1km



# Conclusions

A WNP has been developed for Innisfail 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 stakeholders and feedback from internal Council officers.

The WNAP recommends 148 projects to improve walking environments to and around key destinations within the study area, of which 21 are defined as Stage 1 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 actions in a timely manner. As such, it's recommended to use the timings and implementation order as a 'shopping list' of actions to be incorporated into Council's existing works programs and other projects where possible. Grants and other funding sources may also be available to implement actions, with priority recommended to Stage 1 projects.
Eight concept designs have also been developed as part of the WNP to assist council with a clear definition of scope and design.

There are several investigations within the WNAP which go beyond the scope of this WNP and will likely result in additional actions recommended to improve walking in Innisfail, for example, investigating a regular maintenance schedule and incorporating street trees as part of the CBD Revitalisation works.
These actions should be identified and costed for future implementation into council's
operational or capital works programs.

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

- Seek formal endorsement of the Innisfail 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 councilor high-level office rand 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. 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 TMR website here.
- Develop a monitoring program to measure the outcomes of the actions 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 actions with the PCNP delivery. This should include integration into the Planning Scheme to ensure any developments are required to provide walking provision aligned with the WNP routes and vision.

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 urban environment for everyone.

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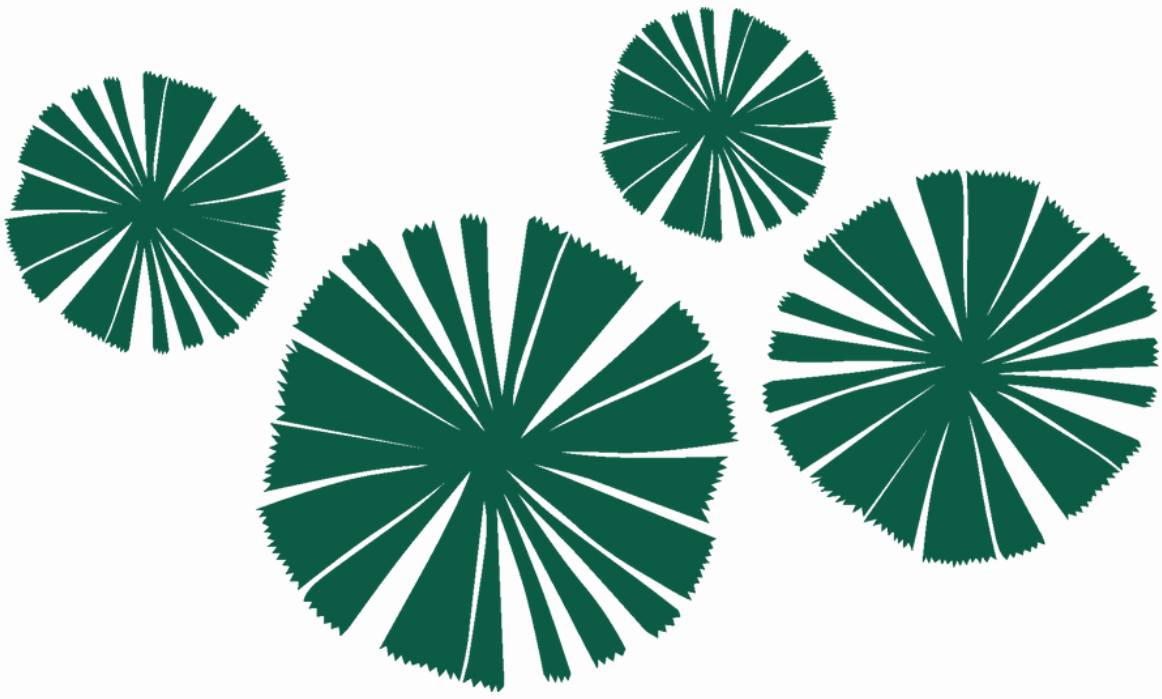
# Appendix A: Policy review



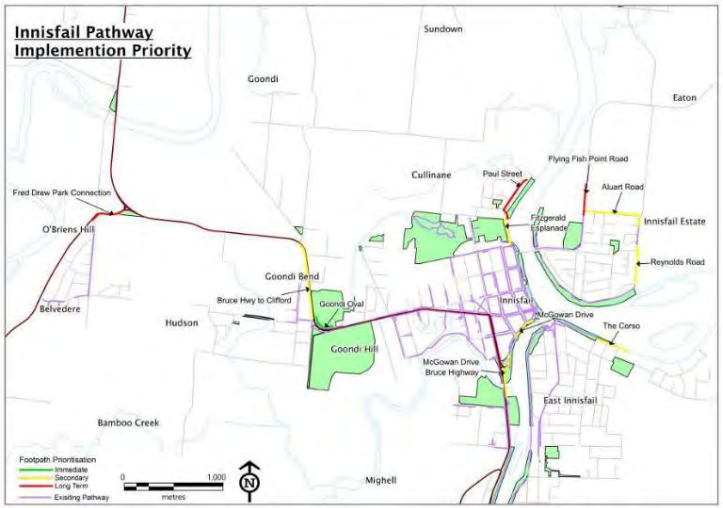
| RELEVANT DOCUMENT | SUMMARY OF RELEVANT SECTIONS |
|---|---|
| QUEENSLAND GOVERNMENT | |
| Queensland Transport Strategy and Transport Coordination Plan<br>(Department of Transport and Main Roads) | • The over-riding transport policy documents for Queensland, setting a 30 year direction and 10 year 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:<br>o Accessible, convenient transport<br>o Safe journeys for all<br>o Seamless, personalised journeys<br>o Efficient, reliable and productive transport for people and goods<br>o Sustainable, resilient and liveable communities |
| Access and Inclusion Strategy | • 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. |
| Queensland Walking Strategy 2019-2029<br>(Department of Transport and Main Roads, 2019c) | • Vision for "an easy choice for everyone, every day"<br>• Aims to create well planned walkable communities and planning for safe streets that are well connected and cater for all ages and abilities.<br>• Overall objective to encourage more people to walk more often.<br>• Proposes to integrate walking into all projects. |
| TMR Road Safety Policy<br>(Department of Transport and Main Roads, 2018) | • 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.<br>• The following Interim Safety Standards are default requirements unless justification is documented in a planning report or design exception: |

| RELEVANT DOCUMENT | SUMMARY OF RELEVANT SECTIONS |
|---|---|
| | • 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.<br>• Pedestrian crossings to be provided on all approaches at signalised intersections. Pedestrian crossing protection (delayed start to vehicle movements) is required.<br>• Unsignalised left turn slip lanes should generally be avoided at intersections unless signalised with pedestrian protection. |
| Queensland Road Safety Strategy 2022-2031 | • 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:<br>• 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.<br>• Focusing on making roads safe for the people visiting the places around them and reconsidering appropriate speeds and surrounding infrastructure. |
| LOCAL GOVERNMENT | |
| Cassowary Coast Regional Council Corporate Plan 2021-2025<br>(Cassowary Coast Regional Council, 2023) | • Council's 2021-2025 Corporate Plan sets the direction and priorities for our organisation, identifying expectations that the community desires within the region and what council will do to achieve these<br>• Vision "to provide great experiences, deliver value and create a sustainable future for our community."<br>• Priority Initiative: Improve walking and cycling accessibility across our community<br>• Encourage greater use of active transport with improved paths and cycleways<br>• Improve safety, maintenance and connectivity of footpaths and cycleways, and to address access and inclusion requirements. |
| Growing Stronger Together, Cassowary Coast Economic Development Strategy 2023-2033<br>(Cassowary Coast Regional Council, 2023) | • A strong, sustainable, and resilient economy |
| Operational Plan 2023-2024 | • Vision - We aspire to provide great experiences, deliver value and create a sustainable future for our community |

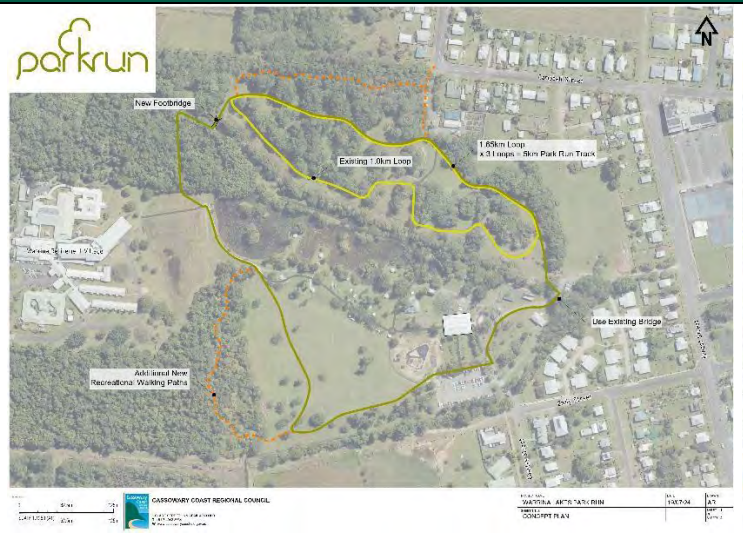
| RELEVANT DOCUMENT | SUMMARY OF RELEVANT SECTIONS |
|---|---|
| (Cassowary Coast Regional Council, 2023) | • Outlines activities and actions council will undertake for the financial year directly aligning with the strategies and themes of the corporate plan of community, economy, infrastructure, region and organisation. |
| Cassowary Coast Regional Council Planning Scheme 2015<br>(Cassowary Coast Regional Council, 2015) | • Innisfail is recognised as a 'major regional activity centre'<br>• Strategic outcomes – Development will facilitate (walking and cycling) and public transport where appropriate<br>• Development in the Innisfail central business precinct promotes a safe and welcoming environment, and the safety of pedestrians, cyclists and motorists is maintained and enhanced.<br>• Commercial activities promote cycling and pedestrian accessibility and provide high quality amenities for all users<br>• Assessable developments - Development contributes to the integrity of the streetscape and provides for maximum accessibility of pedestrians.<br>• Develop a walk/cycle infrastructure charges schedule to allow contributions from developers for the walk and cycle network plan<br>• Pedestrian and bikeways and facilities are safe, useable and readily accessible.<br>• Pedestrian and cyclist facilities are designed to encourage the use of these modes by: (a) minimising distances; (b) providing safe grading paths, separated from motorised traffic; (c) using even, non-slip pavement materials.<br>• Pedestrian and bikeway facilities are provided to an appropriate standard and contribute to a pedestrian oriented environment<br>• Pedestrian paths are well connected and are constructed to be convenient, efficient and safe for the intended usage.<br>• Bike paths are well connected and are constructed to be convenient, efficient and safe for the intended usage.<br>• Increased use of active transport (walking and cycling) as an alternative to car travel is encouraged: (a) into and within the Region's business and tourism precincts; (b) from residential precincts to commercial activities, employment generators and social infrastructure. |
| Local Government Infrastructure Plan (LGIP) (Cassowary Coast Regional Council, 2019) | • The purpose of this LGIP is to facilitate trunk infrastructure planning through transparency, cost estimates, planning and provision of infrastructure in an efficient and orderly manner, and providing the basis for infrastructure conditions for development.<br>• Provides safe and convenient bikeways and pathways<br>• Pathways must be provided in all park types except local recreational |

| RELEVANT DOCUMENT | SUMMARY OF RELEVANT SECTIONS |
|---|---|
| Innisfail Local Plan Code<br>(Cassowary Coast Regional Council, 2015) | • Purpose – To continue to develop Innisfail as the major regional activity centre<br>• Pathway infrastructure needs to be designed as to protect environmental amenity<br>• Pedestrian and cyclist facilities are designed to encourage the use of these modes by: (a) minimising distances; (b) providing safe grading paths, separated from motorised traffic; (c) using even, non-slip pavement materials |
| Cassowary Coast Regional Council – Advocacy Plan 2023<br>(Cassowary Coast Regional Council, 2023) | • The plan highlights the opportunities to collaborate with state and federal governments, industry, business and community to improve our quality of life and support social, economic and environmental sustainability.<br>• Delivering resilient infrastructure and supporting sustainable growth<br>• The 2022 Community Voice Action Plan incorporates priority focus areas for Council including our leadership; roads, footpaths and cycleways; health community and youth services; economic development and community safety<br>• Cassowary Coast Regional Council seeks an expansion of the Innisfail Bypass Planning Study for the Bruce Highway, currently being undertaken by the Department of Transport and Main Roads, to include investigations for the feasibility of the development of strategic infrastructure for the establishment of an Innisfail Transport Hub |
| Cassowary Coast Regional Council 2022 Community Scorecard<br>(Cassowary Coast Regional Council, 2022) | • Local roads, footpath, trails and cycleways were a key area that the community wants Council to prioritise<br>Community driven actions:<br>• Improve maintenance and safety of paths and cycleways – keep tidy, even, clear of overgrown trees and plants, and clean and free of mould so they are not slippery, especially after rainfall<br>• Improve connectivity with a more extensive, better quality network of footpaths, trails and cycleways - especially for:<br>• children to get to and from school safely<br>• children and adults to exercise and recreate – to walk, run, ride bikes and scooters, etc.<br>• encouraging people to walk or cycle instead of driving<br>• Ensure footpaths meet accessibility requirements for wheelchairs, prams etc. |
| Innisfail CBD Revitalisation Master Plan<br>(Cassowary Coast Regional Council, 2023) | • A comprehensive and visionary strategy poised to transform Innisfail's Central Business District (CBD) into a vibrant and welcoming city loved by both locals and adored by visitors<br>• Safe and easy places to walk and exercise<br>• Prioritizing people, improving connections, and making it walkable |

| RELEVANT DOCUMENT | SUMMARY OF RELEVANT SECTIONS |
|---|---|
| | • Enhancing walkability, connectivity, and accessibility within Innisfail, putting the needs of people at the forefront and fostering a pedestrian-friendly environment<br>• Walking is safe and convenient with footpaths that connect continuously through the town centre with constant pedestrian movement between the CBD, foreshore and the waterfront. This allows for convenient and disabled friendly pedestrian movement without interruption or breaks in building frontage.<br>• Enhancements such as attractive streetscapes, pedestrian-friendly infrastructure, and interpretive elements will encourage walking and improve the overall experience.<br>• Consider pedestrian connectivity, amenity, comfort and safety to promote locals and visitors to walk along streets to their destination, rather than driving. Ensuring adequate provision for those with disabilities.<br>• By enhancing footpaths, improving crossings, and providing pedestrian-oriented amenities, the strategy aims to encourage walking as a preferred mode of transportation<br>• Emphasising the need for wide and well-maintained footpaths, adequate lighting, and clear signage to ensure a safe and enjoyable walking experience<br>• Improving connectivity between key destinations, such as shops, restaurants, parks, and public facilities. It involves creating direct and well-connected pedestrian routes, reducing barriers to access, and providing amenities for individuals with disabilities to enhance inclusivity |
| Cassowary Coast Cycle and Pedestrian Strategy 2009<br><br>(Cardno for Cassowary Coast Regional Council, 2009) | • The purpose of the cycle and pedestrian strategy is to plan for the future of the region by identifying where pedestrian and cycle facilities should be implemented and planned for<br>• Cassowary Coast's towns and villages are perfect for walking and cycling, being relatively flat and with many destinations within cyclable and walkable distances<br>• Existing facilities in Cassowary coast that are on the principal cycle network plan include recreational off-road routes in Innisfail town centre, and on-road cycling facilities in Innisfail<br>• The walk and cycle network plan proposed facilities to link residential areas to key destinations, as well as the Innisfail CBD consisting of regional, district and local routes<br>• Proposes a network along the river connecting to existing facilities already along the river<br>• Key links are recommended as priorities.<br>  o CBD to High School/TAFE via Geraldton Bridge and Fitzgerald Esplanade.<br>  o River Circuit – Centenary Bridge to Jubilee Bridge. |

| RELEVANT DOCUMENT | SUMMARY OF RELEVANT SECTIONS |
|---|---|
| | o Belvedere to Goondi school, including crossing of Bruce Highway.<br>o End of trip facilities such as a public shower/locker at the public pool or Shire Hall<br>Strategies and actions:<br>• Strategy 2 – Ensure Council integrates pedestrian and cycles projects and programs into all its planning, design, construction and maintenance for cost effective delivery.<br>• Action 1.3 - Incorporate the walk and cycle network plan into the planning scheme, as an overlay<br>• Strategy 7 - Improve the safety, condition and user friendliness of existing pathways and cycleways<br>• Strategy 8 – Adopt and implement a connected and safe walk and cycle network plan in a timely manner<br>• Strategy 9 – Ensure safety for pedestrians and cyclists in the municipality<br>• Strategy 10 – Ensure all new facilities meet national standards for provision of walk and cycle facilities<br>• Strategy 11 – Develop a user friendly and attractive walk and cycle network in Cassowary Coast by providing supporting infrastructure |
| CCRC Pathway Implementation Plan 2017<br>(Cassowary Coast Regional Council, 2017) | • A simple and effective approach to identify and prioritise Council's key objectives in regard to the provision of new pathways within the region<br>• Identification of completing the pathway network by targeting missing sections, identifying focal points that generate traffic, and consulting with stakeholders<br>• 100km of new pedestrian and cycle facilities were requested by the community<br>APPENDIX 4 – NETWORK MAPS<br>  |

| RELEVANT DOCUMENT | SUMMARY OF RELEVANT SECTIONS |
|---|---|
| Warrina Lakes Strategic Master Plan<br><br>(LA3 for Cassowary Coast Regional Council, 2022) | • Vision: Open and green spaces have a positive effect on community sociability, local economy and ecology. CCRC is seeking to grow the awareness and use of Warrina Lakes by making it an even more inviting and interesting place to visit<br>• Objectives - Provide modernised, refreshed and co-ordinated ancillary infrastructure such as footpaths, lighting, water fountains, bike paths, signage, shelters, seating, shade, toilets, play equipment and rubbish bins<br>• Initiatives –<br>o Improving legibility of access and wayfinding - how to get to and around Warrina Lakes • Improving circulation of movement around the precinct through development of a primary circulation network via establishment of strong axes.<br>o Extending pathways and building additional bridges and boardwalks to make better access around the site<br>• Planned park-run courses as per images shown below<br>o Potential to create a 1.65km loop Park Run track (3 loops = 5km Park Run Track)<br>o Option to upgrade existing 1km track from pavers to concrete<br>o Install new footbridge<br>o Install additional recreation tracks (745m)<br>• New concrete path next to access road (166m) |

| RELEVANT DOCUMENT | SUMMARY OF RELEVANT SECTIONS |
| --- | --- |
| |  <br>  |

# Appendix B: Supporting maps

# Innisfail WNP

Active transport crashes 2018-22

## Legend

- Primary destination
- 1km buffer
- 2.5km buffer
- Major roads
- Local roads
- Rail network
- Waterways

### Crash type

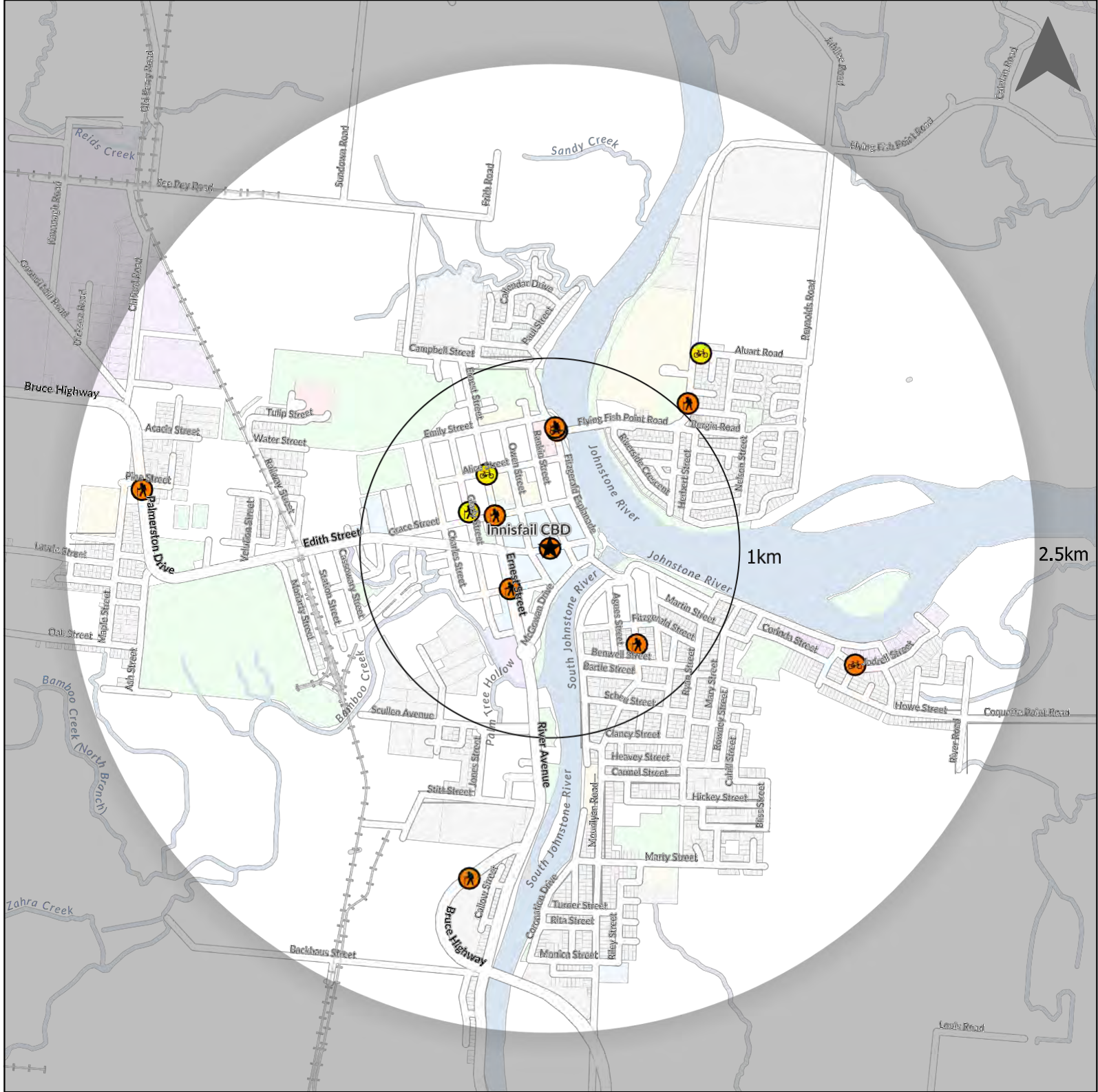
- Cycling
- Pedestrian

### Crash severity

- Hospitalisation
- Medical treatment/Minor injury

### Zones and land use

- Commercial
- Industrial
- Educational facility
- Health and medical facility
- Parks and open space
- Residential




0 500 1,000 m

Map Scale (A4) - 1:22,000

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| | |
|---|---|
| Version | 1.1 |
| Status | Draft |

**Innisfail WNP**

Aboriginal and/or Torres Strait Islander (ATSI)

## Legend

- ★ Primary destination
- 1km buffer
- 2.5km buffer
- Major roads
- Local roads
- Rail network
- Waterways

Aborigional and/or Torres Strait 2021 (% population)

- 0 - 5%
- 5 - 10%
- 10 - 20%
- 20% +


0 500 1,000 m

Map Scale (A4) - 1:22,000

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| | |
|---|---|
| Version | 1.1 |
| Status | Draft |

# Innisfail WNP

Journey to work (cycle and walking)

## Legend

- Primary destination
- D 1km buffer
- 2.5km buffer
- Major roads
- Local roads
- Rail network
- Waterways

Journey to work 2021
(Number of people walking and cycling)

- 0-5
- 5 - 10
- 10 - 20
- 20 - 30


0 500 1,000 m

Map Scale (A4) - 1:22,000

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| | |
|---|---|
| Version | 1.1 |
| Status | Draft |

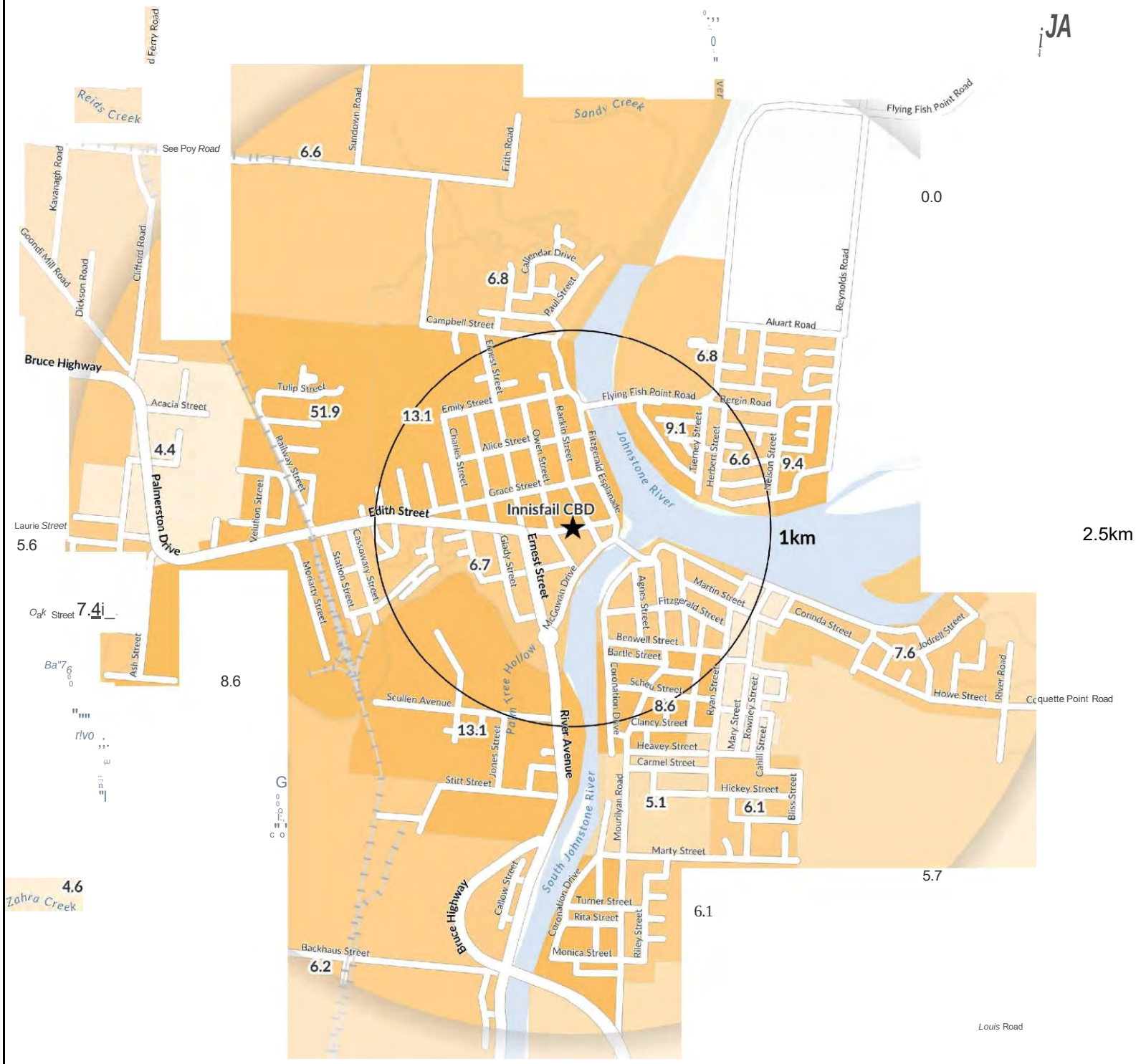
# Innisfail WNP
## Need for assistance

Legend

- Primary destination
- 1km buffer
- 2.5km buffer
- Major roads
- Local roads
- Rail network
- Waterways

Core activity need for assistance 2021 (% population)

- 0.0 - 3.0%
- 3.0 - 4.5%
- 4.5 - 6.0%
- 6.0 - 8.0%
- 8.0%+




0 500 1,000 m

Map Scale (A4) -1:22,000

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| | |
|---|---|
| Version | 1.1 |
| Status | Draft |

# Innisfail WNP

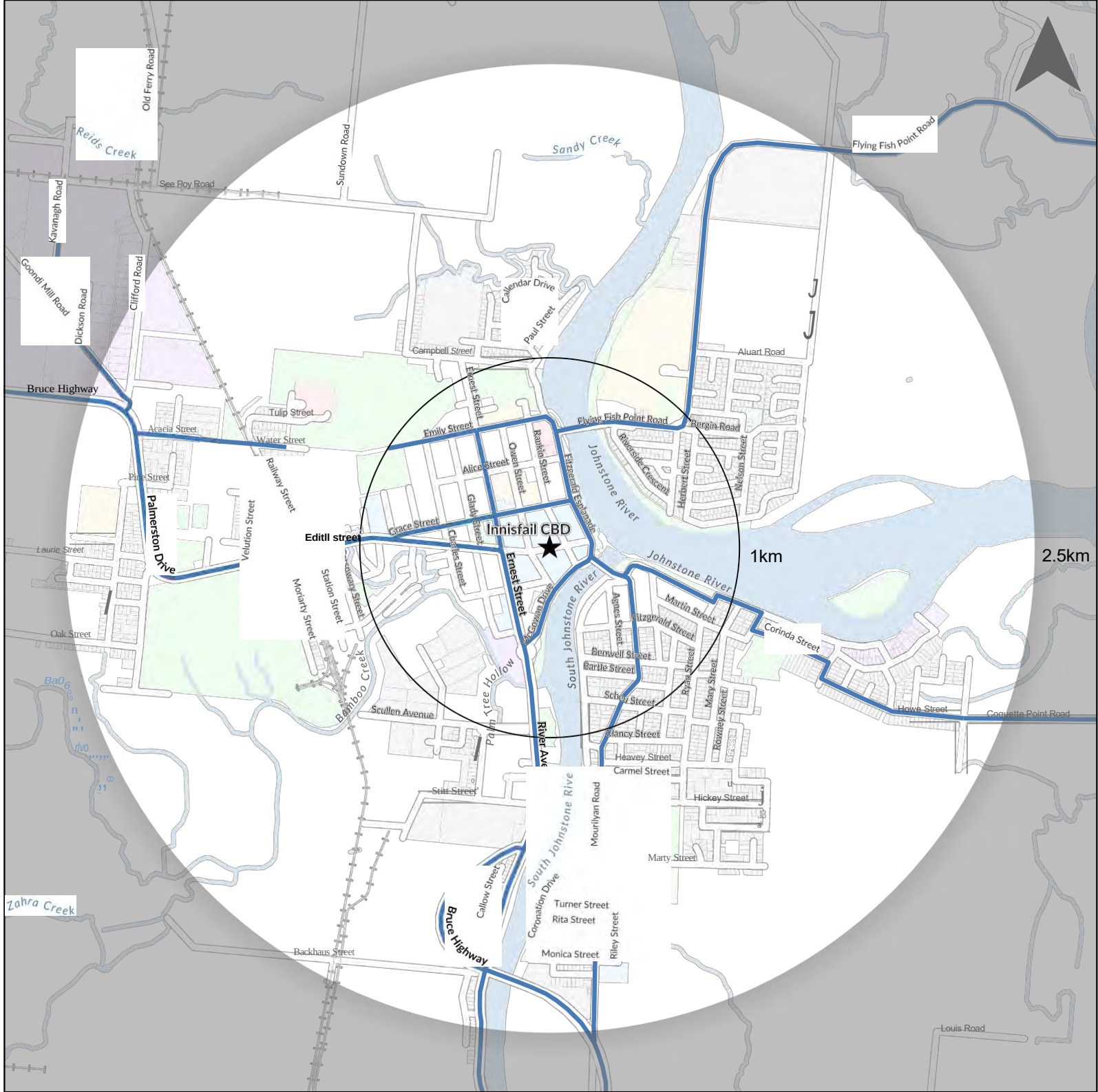
## Principal cycle network plan

## Legend

- Primary destination
- D 1km buffer
- 2.5km buffer
- Principal cycle network plan
- Major roads
- Local roads
- Rail network
- Waterways

### Zones and land use

- Commercial
- Industrial
- Educational facility
- Health and medical facility
- Parks and open space
- Residential




0 500 1,000 m

Map Scale (A4) -1:22,000

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| | |
|---|---|
| Version | 1.1 |
| Status | Draft |

# Innisfail WNP

## Population density

### Legend

- ★ Primary destination
- 1km buffer
- 2.5km buffer
- Major roads
- Local roads
- Rail network
- Waterways

**Population density (people/sqkm)**

- 0
- 0 - 18
- 18 - 723
- 723 - 1963
- 1963 - 2730
- 2730 - 3717

**Secondary destinations**

- Shopping centre
- Health facility
- Education facility
- Tourist
- Recreation facility
- Community facility
- Transport
- Other

Secondary destinations

1. Hotel
2. Innisfail State College
3. Good Counsel College
4. Innisfail State School
5. Innisfail East SS
6. PCYC
7. Cemetery
8. Town pool
9. Fitzgerald Esplanade
10. Skate park
11. Callandar Park
12. Warrina Lakes Gardens
13. Showgrounds
14. Goondi Bend Oval
15. Innisfail Conservatorium
16. Caravan park
17. Recreational centre
18. Innisfail Shire Hall
19. Library
20. Youth centre
21. Bus transit centre
22. Railway station
23. RV Park
24. Retirement village
25. Innisfail Hospital
26. ANZAC Park
27. Kmart
28. Goondi State School
29. Warrina Nursing Home
30. Taxi rank and bus mall
31. Innisfail Bowls Club
32. Caravan park
33. Scouts den and pony club
34. Radiant Life School
35. Community gardens
36. Good Counsel PS
37. Council depot
38. Kindergarten
39. Kindergarten
40. Kindergarten
41. Kindergarten
42. Kindergarten
43. Backpackers
44. Backpackers
45. Backpackers
46. Accomodation
47. Warrina Villanova Centre
48. Accomodation hub
49. Crew House
50. Worker accomodation
51. Motel
52. Hotel
53. Motel


0 500 1,000 m

Map Scale (A4) - 1:22,000

| | |
|---|---|
| Version | 1.1 |
| Status | Draft |

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Map Data:

# Innisfail WNP
Public transport

## Legend

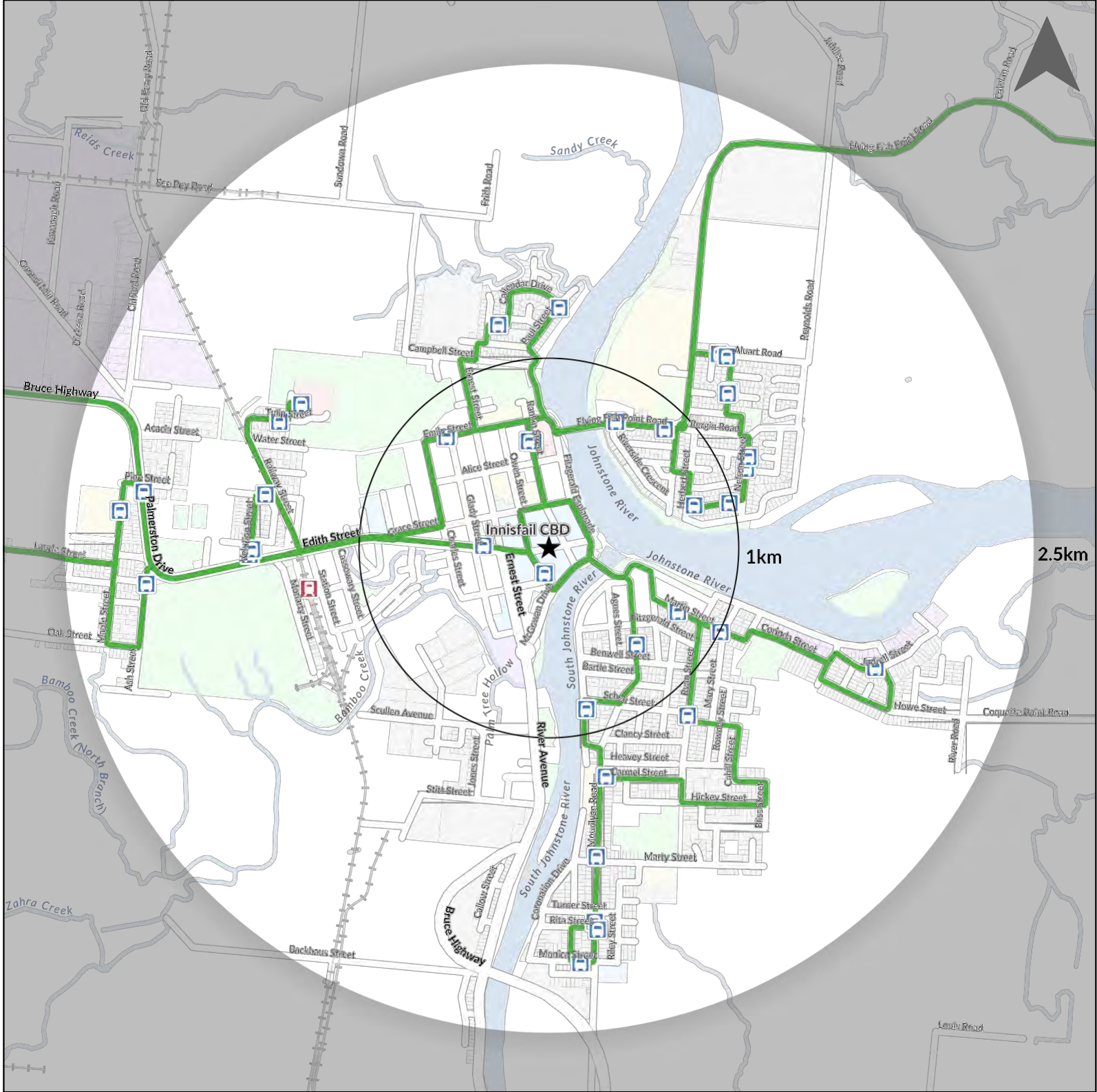
- ★ Primary destination
- 1km buffer
- 2.5km buffer

Public transport
- Rail stations
- Bus Stops
- Public transport routes

Roads and rail
- Rail network
- Major roads
- Local roads

Water
- Waterways
- Water bodies

Zones and land use
- Industry
- Residential
- Parks and open space
- Educational facility
- Health and medical facility
- Commercial
- Industrial




0 500 1,000 m

Map Scale (A4) -1:22,000

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| | |
|---|---|
| Version | 1.1 |
| Status | Draft |

# Innisfail WNP

## Route intensity

### Legend

- ★ Primary destination
- 1km walkable catchment
- 2.5km walkable catchment
- 1km buffer
- 2.5km buffer
- Rail network
- Major roads
- Local roads
- Water bodies

### Innisfail WNP route intensity (% trip generation)

- 0 - 0.26
- 0.26 - 1.16
- 1.16 - 2.48
- 2.48 - 4.71
- 4.71 - 7.82
- 7.82 - 11.14
- 11.14 - 14.43
- 14.43 - 17.68
- 17.68 - 26.83
- 26.83 - 83.42

### Zones and land use

- Industry
- Residential
- Parks and open space
- Educational facility
- Health and medical facility
- Commercial
- Industrial

0 500 1,000 m

Map Scale (A4) - 1:22,000

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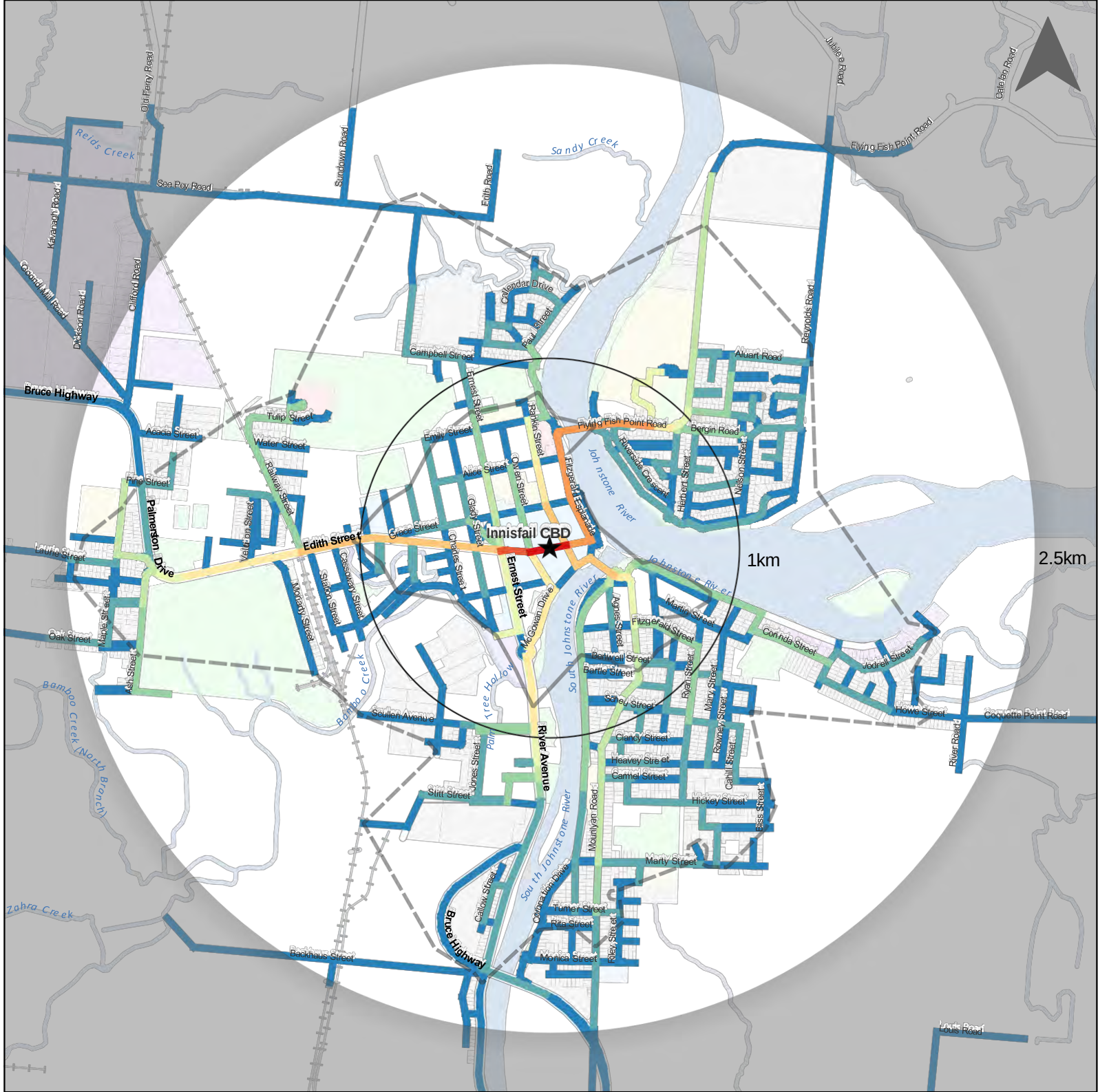
| Version | 1.1 |
|---|---|
| Status | Draft |





# Innisfail WNP
Walking network plan

DRAFT WNP FROM GIS

## Legend

- Primary destination
- 1km buffer
- 2.5km buffer
- 1km Walkable catchment
- 2.5km Walkable catchment

### Secondary destinations
- Shopping centre
- Health facility
- Education facility
- Tourist
- Recreation facility
- Community facility
- Transport
- Other

### Routes
- Primary routes
- Secondary routes
- Existing pathways
- Rail network
- Major roads
- Local roads

### Water
- Waterways
- Water bodies

### Zones and land use
- Industry
- Residential
- Parks and open space
- Educational facility
- Health/medical facility
- Commercial
- Industrial

0 500 1,000 m

Map Scale (A4) -1:22,000

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| | |
|---|---|
| Version | 1.1 |
| Status | Draft |

# Innisfail WNP

## Walking network plan

DRAFT WNP FROM CONSULTATION

### Legend

- Primary destination
- 1km buffer
- 2.5km buffer
- 1km Walkable catchment
- 2.5km Walkable catchment

Innisfail routes

- Primary
- Secondary
- Rail network
- Major roads
- Local roads
- Waterways
- Water bodies

Zones and land use

- Industry
- Residential
- Parks and open space
- Educational facility
- Health/medical facility
- Commercial
- Industrial

Secondary destinations

- Shopping centre
- Health facility
- Education facility
- Tourist
- Recreation facility
- Community facility
- Transport
- Other

Secondary destinations

1. Hotel
2. Innisfail State College
3. Good Counsel College
4. Innisfail State School
5. Innisfail East SS
6. PCYC
7. Cemetery
8. Town pool
9. Fitzgerald Esplanade
10. Skate park
11. Callandar Park
12. Warrina Lakes Gardens
13. Showgrounds
14. Goondi Bend Oval
15. Innisfail Conservatorium
16. Caravan park
17. Recreational centre
18. Innisfail Shire Hall
19. Library
20. Youth centre
21. Bus transit centre
22. Railway station
23. RV Park
24. Retirement village
25. Innisfail Hospital
26. ANZAC Park
27. Kmart
28. Goondi State School
29. Warrina Nursing Home
30. Taxi rank and bus mall
31. Innisfail Bowls Club
32. Caravan park
33. Scouts den and pony club
34. Radiant Life School
35. Community gardens
36. Good Counsel PS
37. Council depot
38. Kindergarten
39. Kindergarten
40. Kindergarten
41. Kindergarten
42. Kindergarten
43. Backpackers
44. Backpackers
45. Backpackers
46. Accomodation
47. Warrina Villanova Centre
48. Accomodation hub
49. Crew House
50. Worker accomodation
51. Motel
52. Hotel
53. Motel

0 500 1,000 m

Map Scale (A4) - 1:22,000

| Version | 2.2 |
|---|---|
| Status | Draft |

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# Appendix C: Final Working Network Plan

# Innisfail WNP

## Walking network plan

### Legend

- ★ Primary destination
- 1km walkable catchment
- 2.5km walkable catchment
- 1km buffer
- 2.5km buffer
- Rail network
- Local roads
- Major roads
- Waterways
- Water bodies

### Innisfail routes

- Primary route
- Secondary route
- Future primary route

### Zones and land use

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

### Secondary destinations

- Shopping centre
- Health facility
- Education facility
- Tourist
- Recreation facility
- Community facility
- Transport
- Other

1. Hotel
2. Innisfail State College
3. Good Counsel College
4. Innisfail State School
5. Innisfail East SS
6. PCYC
7. Cemetary
8. Town pool
9. Fitzgerald Esplanade
10. Skate park
11. Callander Park
12. Warrina Lakes Gardens
13. Showgrounds
14. Goondi Bend Oval
15. Innisfail Conservatorium
16. Caravan park
17. Recreation centre
18. Innisfail Shire Hall
19. Library
20. Youth centre
21. Bus transit centre
22. Railway station
23. RV Park
24. Retirement village
25. Innisfail Hospital
26. ANZAC Park
27. Kmart
28. Goondi State School
29. Warrina Nursing Home
30. Taxi rank and bus mall
31. Innisfail Bowls Club
32. Caravan park
33. Scouts den and pony club
34. Radiant Life School
35. Community gardens
36. Good Counsel PS
37. Council depot
38. Kindergarten
39. Kindergarten
40. Kindergarten
41. Kindergarten
42. Kindergarten
43. Backpackers
44. Backpackers
45. Backpackers
46. Accomodation
47. Warrina Villanova Centre
48. Accomodation hub
49. Crew House
50. Worker accomodation
51. Motel
52. Hotel
53. Motel
54. Senior Citizens Hall

0 0.5 1 km

Map Scale (A3) - 1:15,519

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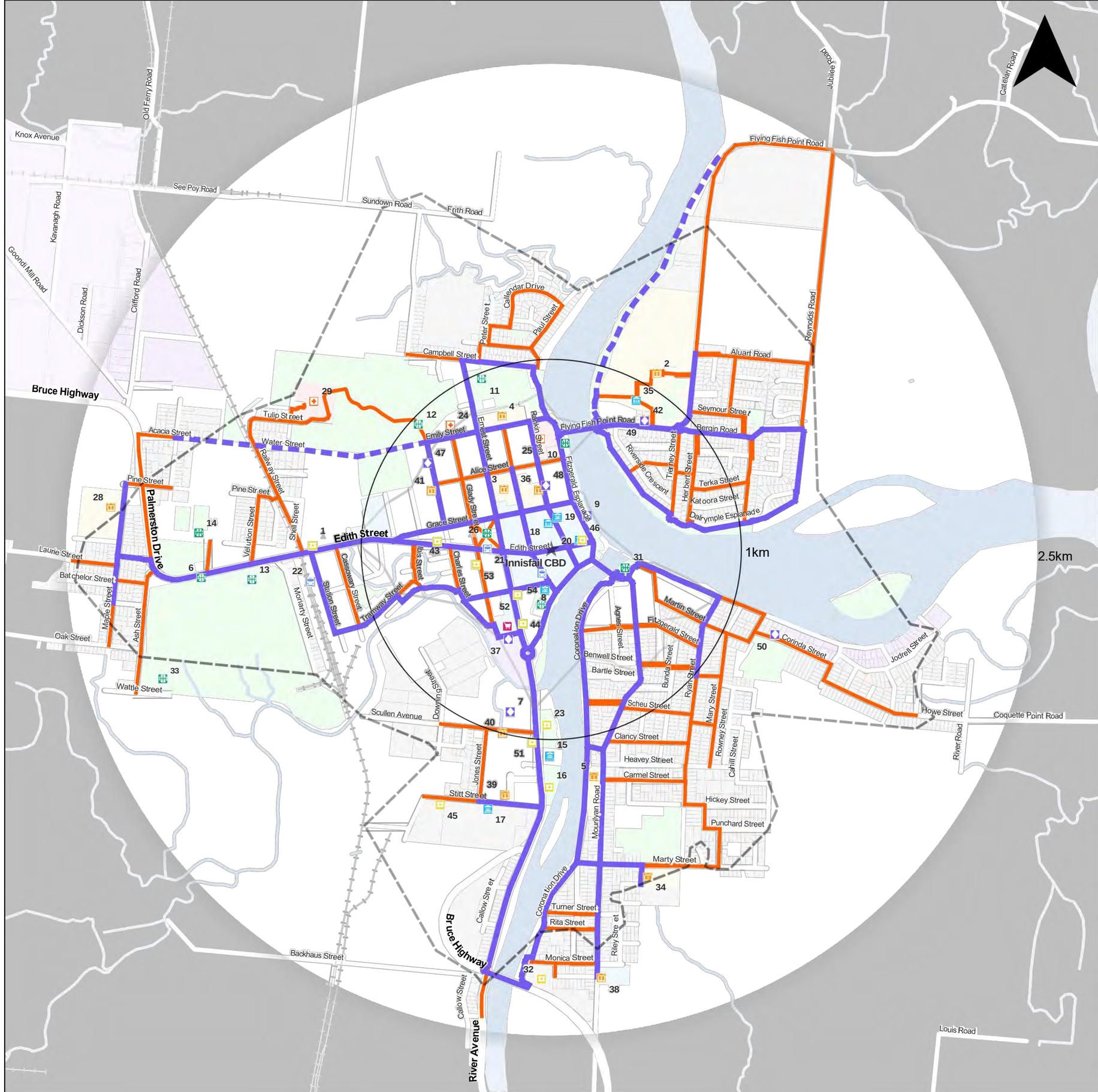
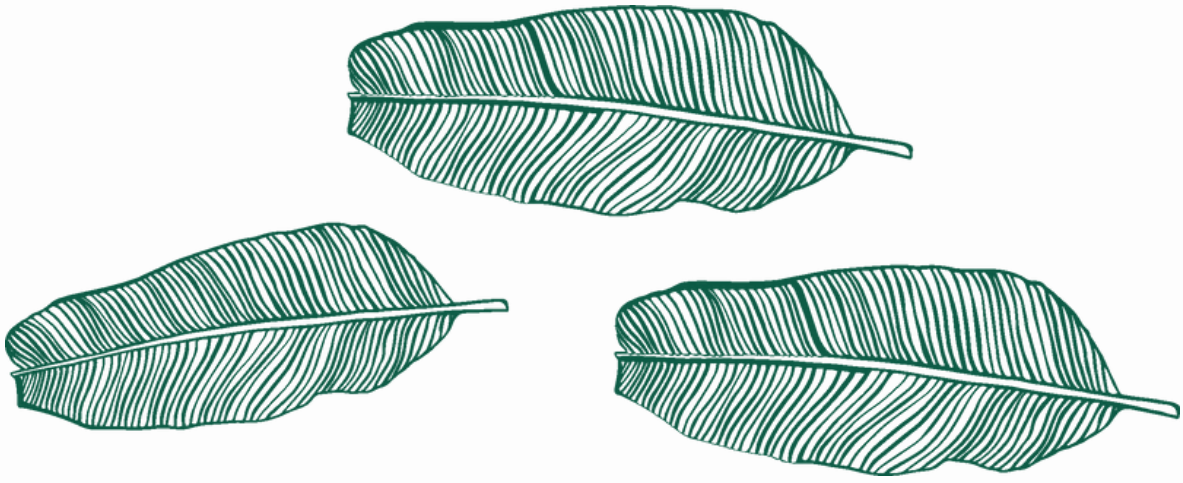
| Version | 4 |
|---|---|
| Status | Draft |





# Appendix D: Walking Network Action Program



# Innisfail WNP

## Action Program

| Version Status | Date | Prepared by | Reviewed by |
|---|---|---|---|
| *V1* | 25/06/2024 | XD | JZ |
| *V2* | 4/07/2024 | XD | JZ |
| *V3* | 2/08/2024 | XD | JZ |
| *V4* | 20/09/2024 | XD | JZ |

## Acronyms

| | |
|---|---|
| *CNLGG* | Cycle Network Local Government Grants (TMR 50% funding to local governments for eligible projects that fall on the Principal Cycle Network) |
| *LGIP* | Local Government Infrastructure Plan |
| *PCNP* | Principal Cycle Network Plan |
| *STIP* | School Transport Infrastructure Program |
| *TMR* | Department of Transport and Main Roads (Queensland Government) |
| *PWP* | Priority works program |
| *CCRC* | Cassowary Coast Regional 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 | Wayfinding |
| Missing links and crossings at desire lines | Comfort improvements (street trees and shelter) | |

AOI = Area of interest

Adjacent to schools - red

Bruce Highway high speed road (safety) - green

Crossings outside Seniors hall (safety) - green

Bridge to bridge route (high demand area) - purple

Fitzgerald Esplanade CBD to river (high demand area) - purple

| Priority | Primary in AOI | Primary | Secondary in AOI | Secondary | Future primary - All | None - All |
|---|---|---|---|---|---|---|
| **Essential** | 1 | 2 | 2 | 3 | 4 | 4 |
| **Important** | 2 | 3 | 3 | 4 | 5 | 5 |
| **Other** | 3 | 4 | 4 | 5 | 5 | 5 |

| Staging | | | |
|---|---|---|---|
| Priority\Cost | Less than $135000 | Between $135,000 to $500,000 | Larger than $500,000 |
| 1 | Stage 1: 1-5 years | Stage 2: 5-15 years | Stage 3: 15-30 years |
| 2 | Stage 2: 5-15 years | Stage 3: 15-30 years | Stage 4: 30-50 years |
| 3 | Stage 3: 15-30 years | Stage 4: 30-50 years | Stage 5: 50+ years |
| 4 | Stage 4: 30-50 years | Stage 5: 50+ years | Stage 5: 50+ years |
| 5 | Stage 5: 50+ years | Stage 5: 50+ years | Stage 5: 50+ years |

| 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 investigatation to qualify for CNLGG funding.*

| Contingency | 50% |
|---|---|

| Unit Rate | Rate | Unit |
|---|---|---|
| Concrete footpath per $m^2$ | $ 300 | per $m^2$ |
| Small investigation (i.e. speed review, options assessment) | $ 3,000 | each |
| Medium investigation | $ 25,000 | each |
| Large investigation (network-wide) | $ 50,000 | each |
| Raised priority crossing (wombat crossing) | $ 20,000 | each |
| Priority pedestrian crossing (zebra marking) | $ 5,000 | each |
| Priority pedestrian crossing (pedestrian refuge) | $ 7,400 | each |
| Signalised pedestrian crossing (intersection) | $ 350,000 | intersection |
| Signalised pedestrian crossing (mid-block) | $ 250,000 | crossing |
| Reconfigure intersection (LILO or slip lane removal) | $ 20,000 | each |
| Pedestrian crossing technology (signal phase changes, activation pads) | $ 5,000 | each |
| Kerb ramp | $ 2,100 | each |
| Kerb extensions/build-outs | $ 3,500 | concrete island |
| Street Trees (15m intervals) | $ 1,100 | each |
| Seating | $ 3,500 | each |
| Street lighting | $ 20,600 | per pole |
| Linemarking | $ 3 | per m |
| Signage | $ 600 | each |
| Wheel stops | $ 215 | each |
| Traffic bollards | $ 780 | each |
| Driveway reinstatement | $ 10,000 | each |
| Bridge structure | $ 4,000 | per $m^2$ |
| PUP adjustments | $ 10,000 | units |

# Innisfail Walking Network Action Program

| ID | Street or intersection | Location | Works type | Cost type | Recommendation | Rank | Priority | Staging | Estimated project year (1=2025) | Responsibility | WNP route designation | Adjacent to school, high risk location along Bruce | Community priority | Source and detail | Length (m) | Total Cost | Cost Band | Costing Assumptions & comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Fitzgerald Esplanade | Between car park entrances | Supporting facilities | Safety related | Investigate opportunities to separate the footpath and road to provide improved safety to pedestrians. Consider kerb and channel or several bollards (not too frequently). The paved section is also noted as slippery and may be treated through non-slip treatment. Additionally, consider improvements to the driveway treatment for pedestrians. Existing footpath scored '5' in overall condition during the Footpath Condition Assessment which indicates a poor footpath condition. Coorindate delivery with project ID 2. | Essential | 1 | Stage 1: 1-5 years | 1 | Council | Primary | Yes | | Identified during the stakeholder workshop by attendees. Route was identified through the online survey as a route people wish to use. Site visit noted the limited separation of pedestrians and vehicle traffic. | 100 | $4,500 | $ | 1x small investigation @$3k each; 50% contingency |
| 2 | Fitzgerald Esplanade/Edith Street | | Crossing provision | Missing links and crossings | Improve delineation of the crossing locations of Fitzgerald Esplanade/Edith Street. Treatments could include linemarking zebras at desire lines or implementation of 10km/h shared zone signage and continuous footpath markings with clear piano key linemarking at the start of the hump. Coorindate delivery with project ID 1. | Essential | 1 | Stage 1: 1-5 years | 1 | Council | Primary | Yes | | Site visit recommended crossing due to missing link. | 0 | $22,500 | $ | 3x priority pedestrian crossing (zebra marking) @$5k each; 50% contingency |
| 3 | Fitzgerald Esplanade | Near Innisfail RSL Club | Crossing provision | Missing links and crossings | Investigate and provide a wombat crossing on Fitzgerald Esplanade between the RSL and ANZAC square/riverside precinct to meet desire lines between the riverfront and the town/cafes/RSL. | Essential | 1 | Stage 1: 1-5 years | 1 | Council | Primary | Yes | Yes | Identified during the stakeholder workshop by attendees. | 0 | $30,000 | $ | 1x raised priority crossing (wombat crossing) @$20k each; 50% contingency |
| 4 | Fitzgerald Esplanade | Near 30 Fitzgerald Esplanade | Crossing provision | Missing links and crossings | Provide kerb ramp on western side of Fitzgerald Esplanade near Grace Street on a desire line noted during the site visit connecting into ramp on river-side provided for the PWD parking bay. | Essential | 1 | Stage 1: 1-5 years | 1 | Council | Primary | Yes | | Site visit recommended crossing due to missing link. | 0 | $10,650 | $ | 1x kerb ramp @$2.1k each; 0.5x driveway/kerb reinstatement @$10k each; 50% contingency |
| 5 | Bruce Highway/Glady Street | | Crossing improvements | Safety related | Improve side road crossing treatments of Glady Street adjacent to the Bruce Highway. Consider kerb buildouts to shorten the crossing distance. Note any works Council carry out within the state-controlled road network will need to be approved by TMR via a Road Corridor Permit and comply with TMR standards. | Essential | 1 | Stage 1: 1-5 years | 1 | TMR/Council | Primary | Yes | | Identified in the online survey as an issue to be resolved. Site visit also recommended crossing due to inadequate crossing. | 0 | $10,500 | $ | 2x kerb extensions/build-outs @$3.5k each; 50% contingency |
| 6 | Bruce Highway/Charles Street | | Crossing improvements | Safety related | Improve side road crossing treatments of Charles Street adjacent to the Bruce Highway. Consider kerb buildouts to shorten the crossing distance. Note any works Council carry out within the state-controlled road network will need to be approved by TMR via a Road Corridor Permit and comply with TMR standards. | Essential | 1 | Stage 1: 1-5 years | 1 | TMR/Council | Primary | Yes | | Site visit also recommended crossing due to inadequate crossing. | 0 | $10,500 | $ | 2x kerb extensions/build-outs @$3.5k each; 50% contingency |
| 7 | Owen Street | Near Senior Citizens club | Crossing improvements | Safety related | Add zebra crossing markings on the existing raised platform on Owen Street near Lily Street to provide clear priority to pedestrians in the vulnerable road user area adjacent to the Senior Citizens Hall. A lighting assessment should be undertaken to ensure standards are met for zebra crossings | Essential | 1 | Stage 1: 1-5 years | 1 | Council | Primary | Yes | Yes | Identified during the stakeholder workshop by attendees. Site visit also recommended crossing due to inadequate crossing. Low mobility users were observed crossing road slowly. Planning for this connection is underway with concept design drawings developed to cover works in ID37, ID118, ID119, ID126 and ID130. | 0 | $30,000 | $ | 1x raised priority crossing (wombat crossing) @$20k each; 50% contingency |
| 8 | Owen Street/Lily Street | | Crossing improvements | Safety related | Install new crossing facilities to shorten the crossing distance of Lily Street near Owen Street to allow safer crossing movement outside the Senior Citizens club. This should include kerb buildouts which increase the turning angle for vehicles and shorten the crossing distance dramatically. A refuge island in the centre should also be provided. | Essential | 1 | Stage 1: 1-5 years | 1 | Council | Primary | Yes | Yes | Site visit also recommended crossing due to inadequate crossing. Low mobility users were observed crossing road slowly. | 0 | $21,600 | $ | 1x pedestrian refuge @$7.4k each; 2x kerb extensions/build-outs @$3.5k each; 50% contingency |
| 9 | McGowan Drive | Near Bruce Highway | Crossing improvements | Safety related | Investigate and implement opportunities to improve crossing provision of McGowan Drive where the east shared path connects to a refuge crossing (near Bruce Highway. Consider a wombat crossing in conjunction with reduced speeds through the town centre to promote safer speeds and environment. | Essential | 1 | Stage 1: 1-5 years | 1 | Council | Primary | Yes | | Site visit also recommended crossing due to inadequate crossing. | 0 | $30,000 | $ | 1x raised priority crossing (wombat crossing) @$20k each; 50% contingency |
| 10 | Town Centre | Various street | Supporting facilities | Comfort improvements | Investigate implementation of 30km/h speed limits and traffic calming methods through the town centre and along Fitzgerald Esplanade. Many streets are likely to have existing operating speeds below 30km/h due to the car parking provision slowing vehicles and adding potential conflict points. | Important | 1 | Stage 1: 1-5 years | 2 | Council | Primary | No | Yes | Identified during the stakeholder workshop by attendees and nominated as of high priority. The link is on the PCNP. | 0 | $37,500 | $ | 1x medium investigation @$25k each; 50% contingency |
| 11 | Marty Street | Near school | Crossing provision | Missing links and crossings | Investigate opportunities to improve pedestrian crossing facilities for school students Marty Street near Radiant Life School to improve pedestrian connection to school. This should consider a wombat crossing as a recommended outcome due to the vulnerable road users, however alternative options could be considered in alignment with the Australasian Pedestrian Facility Selection Tool. Kerb and channel may require extension to this section of the road to facilitate the wombat crossing. | Essential | 1 | Stage 1: 1-5 years | 2 | Council | Primary | Yes | | Identified in desktop assessment as a missing connection required for safe crossing to Radiant Life School to encourage students to walk to school. | 0 | $34,500 | $ | 1x small investigation @$3k each; 1x raised priority crossing (wombat crossing) @$20k each; 50% contingency |
| 12 | Bruce Highway/Grace Street | Near Page Park | Crossing improvements | Safety related | Improve crossing of slip lane through provision of a wombat crossing or signals in alignment with the TMR Road Safety Policy. | Essential | 1 | Stage 1: 1-5 years | 2 | TMR | Primary | Yes | | Identified in desktop assessment as an unsafe crossing which is not aligned with the TMR road safety policy. | 0 | $30,000 | $ | 1x raised priority crossing (wombat crossing) @$20k each; 50% contingency |

# Innisfail Walking Network Action Program

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13 | Bruce Highway | Near CMCA RV Park | Crossing improvements | Safety related | Investigate and improve pedestrian crossing and footpath delineation. Current provision is driven over by cars visiting the pop-up market stalls providing an unsafe crossing facility for pedestrians in one of the limited crossing locations along River Avenue. Consider provision of bollards or raising the footpath to reduce likelihood of cars not seeing the footpath. Note any works Council carry out within the state-controlled road network will need to be approved by TMR via a Road Corridor Permit and comply with TMR standards. | Essential | 1 | Stage 1: 1-5 years | 2 | TMR/Council | Primary | Yes | | Identified in the online survey as an issue to be resolved.<br>Also identified during the stakeholder workshop by attendees. | 0 | $37,500 | $ | 1x medium investigation @$25k each;<br>50% contingency |
| 14 | Emily Street/Ernest Street | | Crossing improvements | Safety related | Investigate opportunities to improve pedestrian connections across Emily Street to cater for the desire line from Callendar Park and Innisfail State School into town. Since there are vulnerable road users (school students) consider provision of a wombat crossing, however if this is not achievable, confirm a recommended treatment inline with the Australasian Pedestrian Facility Selection Tool. | Essential | 1 | Stage 1: 1-5 years | 2 | Council | Primary | Yes | Yes | Identified by council stakeholders as a recommended improvement for school safety. | 0 | $30,000 | $ | 1x raised priority crossing (wombat crossing) @$20k each;<br>50% contingency |
| 15 | McGowan Drive/Jubilee Bridge | | Crossing improvements | Missing links and crossings | Investigate and provide wombat crossings on west and north approach to the McGowan Drive/Jubilee Bridge roundabout in alignment to provide safe connections on desire lines. | Essential | 1 | Stage 1: 1-5 years | 3 | Council | Primary | Yes | | Identified in the online survey as an issue to be resolved.<br>Planning for this connection is underway with concept design drawings developed to cover works in ID37, ID118, ID119, ID126 and ID130. | 0 | $60,000 | $$ | 2x raised priority crossing (wombat crossing) @$20k each;<br>50% contingency |
| 16 | McGowan Street/Rankin Street | | Crossing provision | Missing links and crossings | Provide crossings on west and north approach of McGowan Street/Rankin Street for safe movements through the CBD. | Essential | 1 | Stage 1: 1-5 years | 3 | Council | Primary | Yes | | Identified during the stakeholder workshop by attendees.<br>Site visit also recommended crossing due to missing link.<br>Planning for this connection is underway with concept design drawings developed to cover works in ID37, ID118, ID119, ID126 and ID130. | 0 | $60,000 | $$ | 2x raised priority crossing (wombat crossing) @$20k each;<br>50% contingency |
| 17 | N/a | | Investigation | Safety related | Review the footpath asset management plan to ensure clean footpaths, clear of debris and hazards, with vegetation management which ensures paths do not become overgrown. This review should ensure the plan has flexibility to be increased during extended periods of high rainfall. Similarly, cleaning of toilets and emptying existing bins should be incorporated. Promotion of the Snap Send Solve app within council should be encouraged so that community members can send throguh faults to be rectified and to allow easy communication of issues from residents who utilise the facilities. | Essential | 1 | Stage 1: 1-5 years | 3 | Council | Primary | No | Yes | Identified during the stakeholder workshop by attendees. | 0 | $37,500 | $ | 1x medium investigation @$25k each;<br>50% contingency |
| 18 | Bruce Highway | 159 Edith Street (Bruce Highway) to John Street | Shared path provision | Missing links and crossings | Provide 3m-wide shared path connection along the northern side of Bruce Highway from 159 Edith Street (Bruce Highway) to John Street. This link is on the PCNP and therefore further investigation may be needed to qualify for TMR CNLGG funding. | Essential | 1 | Stage 1: 1-5 years | 4 | TMR | Primary | Yes | | Identified in desktop assessment as a missing link in the footpath network along the Bruce Highway between Goondi and town.<br>The link is on the PCNP. | 75 | $101,250 | $$ | 3m wide footpath @$300 per m^2;<br>50% contingency |
| 19 | Emily Street/Rankin Street | | Crossing provision | Missing links and crossings | Investigate opportunities to improve pedestrian connections across Emily Street and Rankin Street. Since there are vulnerable road users (school students) consider provision of kerb buildouts and wombat crossings at Emily Street/Rankin Street to meet the desire line to Innisfail State School. Crossings should be included on the southern and western approach of the intersection with crossing distances reduced where possible. Preferred crossing treatment can be confirmed using Australasian Pedestrian Facility Selection Tool. | Essential | 1 | Stage 1: 1-5 years | 4 | Council | Primary | Yes | | Identified by council stakeholders as a recommended improvement for school safety. | 0 | $96,000 | $$ | 2x raised priority crossing (wombat crossing) @$20k each;<br>4x kerb extensions/build-outs @$3.5k each;<br>1x PUP adjustments @$10k each;<br>50% contingency |
| 20 | Ernest Street | Emily Street to Park Street | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the eastern side of Ernest Street from Emily Street to Park Street to cater for Innisfail State School student demand into the town centre. There may be an existing footpath located along this link which has been overgrown with grass. If so, clear path and confirm suitability for retention. Note, the majority of the footpaths along Ernest Street at 3m wide, however physical constraints restrict the available footpath width. | Essential | 1 | Stage 1: 1-5 years | 5 | Council | Primary | Yes | | Route was identified through the online survey as a route people wish to use.<br>Site visit also recommended route due to a footpath missing link.<br><br>Stormwater pit, telecomms pit and hydrant in conflict at Emily St, which would need to be altered with path construction. Verge would need regrading as appears to be steeper than 2.5%. | 75 | $102,000 | $$ | 2m wide footpath @$300 per m^2;<br>1x small investigation @$3k each;<br>2x PUP adjustments @$10k each;<br>50% contingency<br>20k allowance for PUP adjustments |
| 21 | Fitzgerald Esplanade/Grace Street | | Crossing provision | Missing links and crossings | Investigate and provide wombat crossings on all approaches to the Fitzgerald Esplanade/Grace Street roundabout in alignment with the safe systems approaches. | Essential | 1 | Stage 1: 1-5 years | 5 | Council | Primary | Yes | | Site visit recommended crossing due to missing link. | 0 | $109,500 | $$ | 1x small investigation @$3k each;<br>3x raised priority crossing (wombat crossing) @$20k each;<br>1x driveway/kerb reinstatement @$10k each;<br>50% contingency |
| 22 | Charles Street | 13 Charles Street to Lily Street | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the eastern side of Charles Street from 13 Charles Street to Lily Street to complete the missing link along Charles Street. Coordinate delivery with project ID 23. | Essential | 2 | Stage 2: 5-15 years | 6 | Council | Primary | No | | Site visit recommended route due to a footpath missing link.<br><br>May require relocation/adjustment of hydrants and comms pits. | 100 | $142,500 | $$ | 2m wide footpath @$300 per m^2;<br>2x driveway/kerb reinstatement @$10k each;<br>1.5x PUP adjustments @$10k each;<br>50% contingency |

# Innisfail Walking Network Action Program

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23 | Charles Street | Near 3 Charles Street | Crossing provision | Missing links and crossings | Provide a crossing of Charles Street near the exit of the footpath from Kookaburra Close. This should include kerb ramps and kerb buildouts at a minimum to allow safer crossing with shorter distance. Coordinate delivery with project ID 22.<br>Note: there is no kerb on western side of street therefore path meets road at grade and then crosses to a kerb ramp on eastern side of street | Essential | 2 | Stage 2: 5-15 years | 6 | Council | Primary | No | | Identified in desktop assessment to improve from the nature footpath across to the footpath through the residential area. | 0 | $16,800 | $ | 2x kerb ramp @$2.1k each;<br>2x kerb extensions/build-outs @$3.5k each;<br>50% contingency |
| 24 | Underpass | Under Geraldton Bridge | Investigation | Safety related | Investigate opportunities to improve safety and perception of safety under the Geraldton Bridge. This could consider community-led artwork to generate ownership of the space or CPTED principles such as lighting, cctv etc. Feedback from local stakeholders notes that they do not feel save passing under the bridge and therefore do not utilise the new shared path to its fullest extent. | Essential | 2 | Stage 2: 5-15 years | 6 | Council | Primary | No | | Route was identified through the online survey as a route people wish to use.<br>Identified during the stakeholder workshop by attendees. | 50 | $37,500 | $ | 1x medium investigation @$25k each;<br>50% contingency |
| 25 | Tramway Street | Tramway Street and Station Street outside 26 Tramway Street | Footpath provision | Missing links and crossings | Provide a formalised 2m-wide footpath connection along the verge on the corner of Station Street and Tramway Street to improve legibility and safety. Current footpath leads pedestrians into roadway. Ensure footpath has appropriate linemarking to clearly differentiate it across the driveway. | Essential | 2 | Stage 2: 5-15 years | 6 | Council | Primary | No | | Site visit recommended route due to a footpath missing link. | 50 | $45,000 | $ | 2m wide footpath @$300 per m^2;<br>50% contingency |
| 26 | Bruce Highway | Centenary Bridge | Investigation | Comfort improvements | Investigate opportunities to improve pedestrian safety and perception of safety over Centenary Bridge. This could consider reduction in speed over the bridge as well as installation of a fence or barrier, however the later would result in a reduce footpath width and impacts on crashes for cars. This link is on the PCNP and therefore further investigation may be needed to qualify for TMR CNLGG funding. | Important | 2 | Stage 2: 5-15 years | 6 | TMR | Primary | Yes | | Route was identified through the online survey as a route people wish to use.<br>Works identified during the stakeholder workshop by attendees.<br>TMR have noted that the link strategically aligns with the PCNP and is a critical connection in Council's Bridge to Bridge route and is identified as a top priority route in the Principal Cycle Network Action Plan for Cassowary Coast. | 225 | $37,500 | $ | 1x medium investigation @$25k each;<br>50% contingency |
| 27 | Bruce Highway | Railway crossing | Crossing improvements | Safety related | Improve the crossing across both sides of the rail line by upgrading paving/surface, widening space to cross and delineating with line marking space for cars vs people walking. Note any works Council carry out within the state-controlled road network will need to be approved by TMR via a Road Corridor Permit and comply with TMR standards. | Essential | 2 | Stage 2: 5-15 years | 6 | TMR/Council | Primary | No | | Identified during the stakeholder workshop by attendees. | 0 | $450 | $ | 2m wide footpath @$300 per m^2;<br>100x linemarking @$3 per m;<br>50% contingency |
| 28 | Owen Street | Near Taxi Rank and Bus Mall | Crossing provision | Missing links and crossings | Provide a new crossing facility (kerb buildouts and refuge) of Owen Street between the bus stop/mall and the taxi rank. This is a clear desire line, however may require removal of parking or taxi waiting area for implementation. | Essential | 2 | Stage 2: 5-15 years | 6 | Council | Primary | No | | Site visit recommended crossing due to missing link. | 0 | $26,100 | $ | 1x small investigation @$3k each;<br>1x pedestrian refuge @$7.4k each;<br>2x kerb extensions/build-outs @$3.5k each;<br>50% contingency |
| 29 | Bruce Highway/Stitt Street | West approach | Crossing provision | Missing links and crossings | Provide kerb buildouts and a refuge island on Stitt Street near Bruce Highway to provide access towards town from the recreational centre and Community Kids Early Learning Centre. Note any works Council carry out within the state-controlled road network will need to be approved by TMR via a Road Corridor Permit and comply with TMR standards. | Essential | 2 | Stage 2: 5-15 years | 6 | TMR/Council | Primary | No | | Identified in desktop assessment as needing better connection from recreational centre to town. | 0 | $36,600 | $ | 1x pedestrian refuge @$7.4k each;<br>2x kerb extensions/build-outs @$3.5k each;<br>1x driveway/kerb reinstatement @$10k each;<br>50% contingency |
| 30 | River Avenue | Near 66 River Avenue | Crossing improvements | Works that encourage walking | Investigate opportunities to improve legibility of pedestrian crossing on River Avenue where the bridge to bridge route crosses the road. This connection is key in the recreation route and priority for pedestrians could result in improved amenity and safety for users. Consider a wombat crossing as the preferred outcome, however refer to the Australasian Pedestrian Facility Selection Tool to confirm recommended treatment. | Important | 2 | Stage 2: 5-15 years | 6 | Council | Primary | Yes | | Identified in the online survey as an issue to be resolved. | 0 | $34,500 | $ | 1x small investigation @$3k each;<br>1x raised priority crossing (wombat crossing) @$20k each;<br>50% contingency |
| 31 | Fitzgerald Esplanade/Geraldton Bridge | | Crossing improvements | Safety related | Investigate and provide a wombat crossing on Fitzgerald Esplanade north of the Fitzgerald Esplanade/Geraldton Bridge roundtabout. This has demand by school students | Essential | 2 | Stage 2: 5-15 years | 6 | Council | Primary | No | | Identified during the stakeholder workshop by attendees. | 0 | $30,000 | $ | 1x raised priority crossing (wombat crossing) @$20k each;<br>50% contingency |
| 32 | Ernest Street/Alice Street | | Crossing improvements | Safety related | Provide kerb buildouts on Alice Street near Ernest Street to reduce the crossing distance. | Essential | 2 | Stage 2: 5-15 years | 6 | Council | Primary | No | | Identified in desktop assessment to improve crossing safety along route from school to town. | 0 | $10,500 | $ | 2x kerb extensions/build-outs @$3.5k each;<br>50% contingency |
| 33 | Glady Street | Near 2 Glady Street | Crossing provision | Missing links and crossings | Investigate and provide a crossing on Glady Street between the footpath from Kookaburra Close to access Kmart. A crossing would require removal of parking spaces and should consider kerb buildouts. Investigate impacts to parking provision. | Essential | 2 | Stage 2: 5-15 years | 6 | Council | Primary | No | | Site visit recommended crossing due to missing link. | 0 | $15,000 | $ | 1x small investigation @$3k each;<br>2x kerb extensions/build-outs @$3.5k each;<br>50% contingency |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **34** | McGowan Drive/Owen Street | | Crossing improvements | Meet standards/demand | Investigate and provide improved crossing treatment of McGowan Drive to allow access from the pool and Senior Citizens Hall to the river walk and additional parking. The crossing could consider a wombat crossing alongside lower speeds to indicate the entrance into town. | Important | 2 | Stage 2: 5-15 years | 6 | Council | Primary | Yes | | Identified during the stakeholder workshop by attendees.<br>Site visit also recommended crossing due to inadequate crossing.<br>Planning for this connection is underway with concept design drawings developed to cover works in ID37, ID118, ID119, ID126 and ID130. | 0 | $30,000 | $ | 1x raised priority crossing (wombat crossing) @$20k each;<br>50% contingency |
| **35** | Bridge to Bridge loop | | Investigation | Safety related | Undertake a CPTED assessment and review of lighting standards for the Bridge to Bridge route to identify locations of unsafe provision or opportunities to improve personal security. | Essential | 2 | Stage 2: 5-15 years | 6 | Council | Primary | Yes | | Identified by council stakeholders to ensure safety along popular route. | 0 | $37,500 | $ | 1x medium investigation @$25k each;<br>50% contingency |
| **36** | Fitzgerald Esplanade | Skate park to existing path | Shared path provision | Missing links and crossings | Provide 3m-wide shared path connection along the eastern side of Fitzgerald Esplanade from the skate park to existing path completing the missing links. This link is on the PCNP and therefore further investigation may be needed to qualify for TMR CNLGG funding. | Essential | 2 | Stage 2: 5-15 years | 7 | Council | Primary | No | | Route was identified through the online survey as a route people wish to use.<br>Site visit recommended route due to a footpath missing link.<br>The link is on the PCNP. | 50 | $67,500 | $$ | 3m wide footpath @$300 per m^2;<br>50% contingency |
| **37** | Fitzgerald Esplanade | Campbell Street to Emily Street | Footpath provision | Missing links and crossings | Implement one-way traffic operation between Emily Street and Campbell Street to provide sufficient space for a footpath and parallel parking to cater for demand to access Callendar Park. Provide 2m-wide footpath connection along the western side of Fitzgerald Esplanade from new crossing near Emily Street (refer ID 39) to Campbell Street. Include provision of kerb ramps across Campbell Street to the north to connect to residential areas. | Essential | 2 | Stage 2: 5-15 years | 7 | Council | Primary | No | | Route was identified through the online survey as a route people wish to use.<br>Site visit also recommended route due to a footpath missing link. | 275 | $37,500 | $ | 1x medium investigation @$25k each;<br>50% contingency |
| **38** | Emily Street | Fitzgerald Esplanade to Rankin Street | Shared path provision | Missing links and crossings | Provide 2m-wide shared path connection along the northern side of Emily Street from Fitzgerald Esplanade to Rankin Street. This link on the PCNP and therefore further investigation may be needed to qualify for TMR CNLGG funding. Coorindate delivery with project ID 39.<br>While a 3m-wide shared path would be preferred, the verge width from property boundary to kerb is too narrow and property resumptions would be costly. | Essential | 2 | Stage 2: 5-15 years | 7 | Council | Primary | No | | Route was identified through the online survey as a route people wish to use.<br>Site visit also recommended route due to a footpath missing link.<br><br>May require relocation/adjustment of comms pits and electrical pillar. | 100 | $127,500 | $$ | 2m wide footpath @$300 per m^2;<br>1x driveway/kerb reinstatement @$10k each;<br>1.5x PUP adjustments @$10k each;<br>50% contingency |
| **39** | Emily Street/Fitzgerald Esplanade | | Crossing provision | Missing links and crossings | Investigate and provide a wombat crossing on Fitzgerald Esplanade to allow connection for residents to the western side of the road to continue north. The wombat will introduce a slower speed environment for drivers. Ensure the footpath provision includes any required extension to the footpath on the eastern side of Fitzgerald Esplanade to link to the proposed crossing. Coorindate delivery with project ID 38. | Essential | 2 | Stage 2: 5-15 years | 7 | Council | Primary | No | | Identified in the online survey as an issue to be resolved.<br>Site visit also recommended crossing due to missing link.<br>Also identified during the stakeholder workshop by attendees. | 0 | $5,250 | $ | 2m wide footpath @$300 per m^2;<br>1x kerb extensions/build-outs @$3.5k each;<br>50% contingency |
| **40** | Coronation Drive | Mourilyan Road to Coronation Drive | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the southern side of Coronation Drive from Mourilyan Road to Coronation Drive which aligns with the concept plan prepared by council. Provide kerb ramps on the traffic island on Coronation Drive. | Essential | 2 | Stage 2: 5-15 years | 7 | Council | Primary | No | | Identified in desktop assessment as missing footpath link to residential areas along secondary route.<br>A concept design has been prepared by council. | 75 | $80,100 | $$ | 2m wide footpath @$300 per m^2;<br>4x kerb ramp @$2.1k each;<br>50% contingency |
| **41** | Bruce Highway | Near Velution Street | Crossing provision | Missing links and crossings | Investigate and provide kerb buildouts and a refuge island on Bruce Highway near Velution Street to safely and conveniently meet the desire line to the showgrounds. Works would need to confirm swept path allowances. | Essential | 2 | Stage 2: 5-15 years | 7 | TMR | Primary | No | | Identified during the stakeholder workshop by attendees. | 0 | $59,100 | $$ | 1x medium investigation @$25k each;<br>1x pedestrian refuge @$7.4k each;<br>2x kerb extensions/build-outs @$3.5k each;<br>50% contingency |
| **42** | Rankin Street/Alice Street | | Crossing improvements | Safety related | Investigate and provide improved crossings of Rankin Street/Alice Street through kerb buildouts and a refuge (similar to treatments at Rankin Street/Grace Street). The current provision is too wide, particularly in a location where there are higher proportion of vulnerable users acessing the hospital. | Essential | 2 | Stage 2: 5-15 years | 7 | Council | Primary | No | | Site visit recommended crossing due to missing link. | 0 | $68,400 | $$ | 2x pedestrian refuge @$7.4k each;<br>8x kerb ramp @$2.1k each;<br>4x kerb extensions/build-outs @$3.5k each;<br>50% contingency |
| **43** | Lily Street | Charles Street to Glady Street | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the northern side of Lily Street from Charles Street to Glady Street. | Essential | 2 | Stage 2: 5-15 years | 7 | Council | Primary | No | | Recommended by council stakeholders to improve connectivity on residential streets. | 125 | $112,500 | $$ | 2m wide footpath @$300 per m^2;<br>50% contingency |
| **44** | Grace Street | Glady Street to Ernest Street | Shared path provision | Missing links and crossings | Provide 3m-wide shared path connection along the southern side of Grace Street from Glady Street to Ernest Street completing the missing links in ANZAC park. This link is on the PCNP and therefore further investigation may be needed to qualify for TMR CNLGG funding. | Essential | 2 | Stage 2: 5-15 years | 8 | Council | Primary | No | | Route was identified through the online survey as a route people wish to use.<br>Identified in desktop assessment as the missing links along Grace Street to connect between the river and Bruce Highway.<br>The link is on the PCNP. | 100 | $135,000 | $$ | 3m wide footpath @$300 per m^2;<br>50% contingency |
| **45** | Grace Street | Owen Street to Fitzgerald Street | Shared path provision | Missing links and crossings | Provide 3m-wide shared path connection along the northern side of Grace Street near Rankin Street.<br>Consider footpath improvements on Grace Street near Owen Street for school students. This may include widening through use of the roadway with appropriate separation devices. These links are on the PCNP and therefore further investigation may be needed to qualify for TMR CNLGG funding.<br>Existing footpath scored '2' in overall condition in the Footpath Condition Assessment which indicates a relatively good footpath condition. | Essential | 1 | Stage 2: 5-15 years | 8 | Council | Primary | Yes | | Route was identified through the online survey as a route people wish to use.<br>Site visit also recommended route due to a footpath missing link.<br>The link is on the PCNP. | 100 | $147,600 | $$ | 3m wide footpath @$300 per m^2;<br>4x kerb ramp @$2.1k each;<br>50% contingency |

# Innisfail Walking Network Action Program

| ID | Street or intersection | Location | Works type | Cost type | Recommendation | Rank | Priority | Staging | Estimated project year (1=2025) | Responsibility | WNP route designation | Adjacent to school, high risk location along Bruce | Community priority | Source and detail | Length (m) | Total Cost | Cost Band | Costing Assumptions & comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **46** | Bruce Highway | Blackwood Street to Pine Street | Shared path provision | Missing links and crossings | Provide 3m-wide shared path connection along the western side of Bruce Highway from Blackwood Street to Pine Street. This link on the PCNP and therefore further investigation may be needed to qualify for TMR CNLGG funding. Coordinate delivery with project ID 47 and ID 48. | Essential | 2 | Stage 2: 5-15 years | 8 | TMR | Secondary | Yes | | Route was identified through the online survey as a route people wish to use.<br>Site visit also recommended route due to a footpath missing link.<br>The link is on the PCNP. | 375 | $506,250 | $$$$ | 3m wide footpath @$300 per m^2;<br>50% contingency |
| **47** | Bruce Highway | Near 85 Palmerston Drive (Bruce Highway) | Crossing provision | Missing links and crossings | Investigate and provide kerb buildouts and a refuge island on Bruce Highway near Pine Street to safely and conveniently meet the desire line to the southbound bus stop. The location is known for school students crossing. There have been 7 crashes including 1 pedestrian hospitalisation at this location since 2015. Consider investigating opportunities via Road Safety program, Safe School Travel program or a Translink program to fund works and bring forward timing.<br>Coordinate delivery with project ID 46 and ID 48. | Essential | 2 | Stage 2: 5-15 years | 8 | TMR | Secondary | Yes | | Site visit recommended crossing due to missing link.<br><br>Several culverts cross below intersection and will require extensions to facilitate the proposed works. | 0 | $209,100 | $$$ | 1x medium investigation @$25k each;<br>1x pedestrian refuge @$7.4k each;<br>2x kerb extensions/build-outs @$3.5k each;<br>10x PUP adjustments @$10k each;<br>50% contingency |
| **48** | Bruce Highway | 83 Palmerson Drive (Bruce Highway) to Acacia Street | Shared path provision | Missing links and crossings | Provide 3m-wide shared path connection along the eastern side of Bruce Highway from 83 Palmerson Drive (Bruce Highway) to Acacia Street. This link on the PCNP and therefore further investigation may be needed to qualify for TMR CNLGG funding. Coordinate delivery with project ID 46 and ID 47. | Essential | 2 | Stage 2: 5-15 years | 8 | TMR | Secondary | Yes | | Route was identified through the online survey as a route people wish to use.<br>Connection noted on the site visit as a necessity to connect to the existing bus stop.<br>The link is on the PCNP. | 400 | $552,600 | $$$$ | 3m wide footpath @$300 per m^2;<br>4x kerb ramp @$2.1k each;<br>50% contingency |
| **49** | Mourilyan Road | 100 Mourilyan Road to Marty Street | Shared path provision | Missing links and crossings | Provide 2m-wide shared path connection along the western side of Mourilyan Road from 100 Mourilyan Road to Marty Street as a direct connection outside Innisfail East State School. This link on the PCNP and therefore further investigation may be needed to qualify for TMR CNLGG funding.<br>Note, verge width limits path to 2m shared path provision. This should be considered in design and negotiated with TMR to identify appropriate arrangements which qualify for CNLGG funding. Potential reallocation of road space to the shared path may be required. | Essential | 1 | Stage 2: 5-15 years | 9 | Council | Primary | Yes | | Site visit recommended route due to a footpath missing link outside Innisfail East State School. | 175 | $157,500 | $$ | 2m wide footpath @$300 per m^2;<br>50% contingency |
| **50** | Riley Street | Marty Street to 7 Riley Street | Shared path provision | Missing links and crossings | Provide 3m-wide footpath connection along the eastern side of Riley Street from Marty Street to 7 Riley Street. | Essential | 1 | Stage 2: 5-15 years | 9 | Council | Primary | Yes | | Site visit recommended route due to a footpath missing link. | 100 | $180,000 | $$ | 3m wide footpath @$300 per m^2;<br>2x driveway/kerb reinstatement @$10k each;<br>1x PUP adjustments @$10k each;<br>50% contingency |
| **51** | Coronation Drive | 75 Coronation Drive to Graham Street | Shared space | Missing links and crossings | Create a shared zone along the shared driveway area to emphasise shared space with pedestrians and cyclists. This could include additional line marking/signage indicating the presence of riders and people walking. | Essential | 1 | Stage 2: 5-15 years | 10 | Council | Primary | Yes | | Route was identified through the online survey as a route people wish to use.<br>Site visit also recommended route due to a footpath missing link.<br>A concept design has been prepared by council for the reconstruction of the local access road. | 100 | $202,502 | $$$ | 1x small investigation @$3k each;<br>50% contingency<br>$135k assigned for delineation/works. |
| **52** | Coronation Drive | 93-95 Coronation Drive | Shared space | Missing links and crossings | Create a shared zone along Coronation Drive from 93-95 Coronation Drive to emphasise shared space with pedestrians and cyclists. This could include additional line marking/signage indicating the presence of riders and people walking. | Essential | 1 | Stage 2: 5-15 years | 10 | Council | Primary | Yes | | Route was identified through the online survey as a route people wish to use. | 50 | $202,502 | $$$ | 1x small investigation @$3k each;<br>50% contingency<br>$135k assigned for delineation/works. |
| **53** | McGowan Drive | Rankin Street to Owen Street | Shared path provision | Missing links and crossings | Provide 3m-wide shared path connection along the southern side of McGowan Drive from Rankin Street to Owen Street. This link on the PCNP and therefore further investigation may be needed to qualify for TMR CNLGG funding. | Essential | 1 | Stage 2: 5-15 years | 11 | Council | Primary | Yes | | Route was identified through the online survey as a route people wish to use.<br>Site visit also recommended route due to a footpath missing link.<br>The link is on the PCNP.<br>Planning for this connection is underway with concept design drawings developed to cover works in ID37, ID 118, ID119, ID126 and ID130. | 200 | $270,000 | $$$ | 3m wide footpath @$300 per m^2;<br>50% contingency |
| **54** | McGowan Drive | 18-24 McGowan Drive | Shared path provision | Missing links and crossings | Provide 2m-wide shared path connection along the western side of McGowan Drive from 18-24 McGowan Drive. This link on the PCNP and therefore further investigation may be needed to qualify for TMR CNLGG funding. Provision of 3m shared path is presumed to be included on southern side of McGowan Drive. A kerb and channel would also need to be constructed | Essential | 1 | Stage 2: 5-15 years | 11 | Council | Primary | Yes | | Route was identified through the online survey as a route people wish to use.<br>Site visit also recommended route due to a footpath missing link.<br>The link is on the PCNP. | 100 | $75,000 | $$ | 3m wide footpath @$300 per m^2;<br>50% contingency<br>Allowance of $50k for kerb and channel construction |
| **55** | Campbell Street | Fitzgerald Esplanade to Brothers Leagues Club | Shared path provision | Missing links and crossings | Provide 2m-wide footpath connection along the southern side of Campbell Street from Fitzgerald Esplanade to Brothers Leagues Club and a connection from Campbell Street to the existing footpath near the Ernest Street tennis courts. Coorindate delivery with project ID 56. | Essential | 2 | Stage 2: 5-15 years | 12 | Council | Primary | No | | Site visit recommended route due to a footpath missing link. | 375 | $337,500 | $$$ | 2m wide footpath @$300 per m^2;<br>50% contingency |

# Innisfail Walking Network Action Program

| ID | Street or intersection | Location | Works type | Cost type | Recommendation | Rank | Priority | Staging | Estimated project year (1=2025) | Responsibility | WNP route designation | Adjacent to school, high risk location along Bruce | Community priority | Source and detail | Length (m) | Total Cost | Cost Band | Costing Assumptions & comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 56 | Campbell Street/Anthony Street | | Crossing provision | Missing links and crossings | Provide kerb ramps for crossing of Campbell Street near Anthony Street for connection to Callandar Park. Formalise kerb buildouts to shorten the crossing width and ensure safety on the southern side of Campbell Street while waiting to cross. Coorindate delivery with project ID 55. | Essential | 2 | Stage 2: 5-15 years | 12 | Council | Primary | No | | Identified in desktop assessment as a missing connection for residents and visitors travelling to Callandar Park. | 0 | $7,650 | $ | 1x small investigation @$3k each;<br>1x kerb ramp @$2.1k each;<br>50% contingency |
| 57 | Grace Street/Fitzgerald Esplanade | | Crossing improvements | Safety related | Investigate opportunities to implement speed cushions on all zebra crossings provided around the town centre. Speed cushions have been shown to provide a reduction in speed with positive results for pedestrians. This includes:<br>- near coles on Owen Street<br>- Edith Street/Ownen Street<br>- Ernest Street/Edith Street<br>- Rankin Street/Edith Street<br>- Rankin Strete/Grace Street<br>Undertake traffic modelling to ensure that any traffic queueing does not impact traffic flow on Bruce Highway. | Essential | 1 | Stage 2: 5-15 years | 12 | Council | Primary | Yes | | Identified in the online survey as an issue to be resolved.<br>Site visit and follow up discussions identified a need to improve the existing zebra crossings and speed cushions were identified as a low cost opportunity which results in speed reduction. | 0 | $270,000 | $$$ | 9x raised priority crossing (wombat crossing) @$20k each;<br>50% contingency |
| 58 | Emily Street | Ernest Street to Rankin Street | Shared path provision | Missing links and crossings | Provide 2m-wide shared path connection along the southern side of Emily Street from Ernest Street to Rankin Street to cater for school students movements. This link is on the PCNP and therefore further investigation may be needed to qualify for TMR CNLGG funding. Include crossing provision of Owen Street - likely kerb ramps. While a 3m path would be preferred, power poles and verge width limit the available width. | Essential | 1 | Stage 2: 5-15 years | 13 | Council | Primary | Yes | | Route was identified through the online survey as a route people wish to use.<br>Site visit also recommended route due to a footpath missing link.<br>The link is on the PCNP.<br><br>Numerous power poles and street signs on verge which will need to be maintained. Verge appears >2.5% and will need regrading, particularly E of Owen St. | 225 | $343,800 | $$$ | 2m wide footpath @$300 per m^2;<br>2x kerb ramp @$2.1k each;<br>16.6666666666667x signage @$0.6k each;<br>6x driveway/kerb reinstatement @$10k each;<br>2x PUP adjustments @$10k each;<br>50% contingency |
| 59 | Bruce Highway | Near Station Street | Crossing provision | Missing links and crossings | Investigate options for a new active transport crossing on the Bruce Highway near Station Street to safely and conveniently meet the desire line to Goondi Hill Hotel and the train station. | Essential | 1 | Stage 2: 5-15 years | 13 | TMR | Primary | Yes | | Identified during the stakeholder workshop by attendees. | 0 | $379,500 | $$$ | 1x small investigation @$3k each;<br>1x signalised pedestrian crossing (mid-block) @$250k each;<br>50% contingency |
| 60 | Bruce Highway | 7-23 Palmerston Drive (Bruce Highway) | Shared path provision | Missing links and crossings | Provide 3m-wide shared path connection along the northern side of Bruce Highway from 7 Palmerston Drive (Bruce Highway) to 23 Palmerston Drive (Bruce Highway). This link is on the PCNP and therefore further investigation may be needed to qualify for TMR CNLGG funding. Include installation of kerb ramps at Velution Street. | Essential | 1 | Stage 2: 5-15 years | 14 | TMR | Primary | Yes | | Route was identified through the online survey as a route people wish to use.<br>Site visit also recommended route due to a footpath missing link.<br>The link is on the PCNP.<br><br>Verge would require regrading. | 250 | $442,500 | $$$ | 3m wide footpath @$300 per m^2;<br>7x driveway/kerb reinstatement @$10k each;<br>50% contingency |
| 61 | Bruce Highway | Near Bunnings | Crossing provision | Missing links and crossings | Investigate options for a new active transport crossing on the Bruce Highway near Bunnings to safely and conveniently meet the desire line into the town centre. Include kerb buildouts to reduce crossing width. | Essential | 1 | Stage 2: 5-15 years | 14 | TMR | Primary | Yes | | Identified in the online survey as an issue to be resolved.<br>Also identified during the stakeholder workshop by attendees.<br>Site visit also recommended crossing due to missing link. | 0 | $390,000 | $$$ | 1x small investigation @$3k each;<br>1x signalised pedestrian crossing (mid-block) @$250k each;<br>2x kerb extensions/build-outs @$3.5k each;<br>50% contingency |
| 62 | Bergin Road | Full Extent | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the northern side of Bergin Road over its full extent. Include provision of kerb ramps at Seymour Street. Coordinate delivery with project ID 63. | Essential | 2 | Stage 2: 5-15 years | 15 | Council | Primary | No | | Route was identified through the online survey as a route people wish to use.<br>Site visit also recommended route due to a footpath missing link. | 650 | $591,300 | $$$$ | 2m wide footpath @$300 per m^2;<br>2x kerb ramp @$2.1k each;<br>50% contingency |
| 63 | Flying Fish Point Road/Bergin Road | | Crossing provision | Missing links and crossings | Investigate and provide improved crossings at the Flying Fish Point Road/Tierney Street intersection. Consider provision of wombat crossings on all approaches in-line with the Safe Systems approach which would provide appropriate movements for all users. Coordinate delivery with project ID 62. | Essential | 1 | Stage 2: 5-15 years | 15 | Council | Primary | Yes | | Identified during the stakeholder workshop by attendees.<br>Site visit also recommended crossing due to missing link. | 0 | $157,500 | $$ | 1x medium investigation @$25k each;<br>4x raised priority crossing (wombat crossing) @$20k each;<br>50% contingency |
| 64 | Glady Street | 20 Glady Street to Lily Street | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the eastern side of Glady Street from 20 Glady Street to Lily Street and Bruce Highway to car park entrance to complete footpath missing links. | Essential | 3 | Stage 3: 15-30 years | 16 | Council | Secondary | No | | Route was identified through the online survey as a route people wish to use. | 100 | $90,000 | $$ | 2m wide footpath @$300 per m^2;<br>50% contingency |
| 65 | Glady Street | Lily Street to Kmart | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the eastern side of Glady Street from Lily Street to Kmart. | Essential | 3 | Stage 3: 15-30 years | 16 | Council | Secondary | No | | Identified in desktop assessment as missing footpath link connection to shops and residential areas along a secondary route. | 100 | $90,000 | $$ | 2m wide footpath @$300 per m^2;<br>50% contingency |
| 66 | Pine Street | Maple Street to Bruce Highway | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the southern side of Pine Street from Maple Street to Bruce Highway. | Essential | 3 | Stage 3: 15-30 years | 16 | Council | Secondary | No | | Identified in desktop assessment as a key missing link for Goondi State School students travelling north or to the bus stops. | 75 | $67,500 | $$ | 2m wide footpath @$300 per m^2;<br>50% contingency |
| 67 | Ash Street | Bruce Highway to Beech Street | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the western side of Ash Street from Bruce Highway to Beech Street. | Essential | 3 | Stage 3: 15-30 years | 16 | Council | Secondary | No | | Identified in desktop assessment as a missing link through residential areas identified as a secondary route. | 100 | $90,000 | $$ | 2m wide footpath @$300 per m^2;<br>50% contingency |
| 68 | Rankin Street | Near Innisfail Hospital | Crossing improvements | Meet standards/demand | Investigate and provide a high quality wombat crossing with kerb build outs and refuge across Rankin Street adjacent to the Hospital to connect to the bus stop and aged care facility. This may impact on car parking. | Important | 3 | Stage 3: 15-30 years | 16 | Council | Primary | No | | Site visit recommended crossing due to missing link. | 0 | $81,600 | $$ | 2x raised priority crossing (wombat crossing) @$20k each;<br>1x pedestrian refuge @$7.4k each;<br>2x kerb extensions/build-outs @$3.5k each;<br>50% contingency |

# Innisfail Walking Network Action Program

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69 | Mourilyan Road | Near bus stop | Crossing provision | Meet standards/demand | Investigate improvements to pedestrian crossings of Mourilyan Road through preferred provision of a zebra crossing to provide connection to the northbound bus stop named Mourilyan Road at Water Tower (Stop ID 790044). Where a zebra crossing is not possible, consider buildouts and a refuge. | Important | 3 | Stage 3: 15-30 years | 16 | Council | Primary | No | | Site visit recommended crossing due to missing link. | 0 | $12,000 | $ | 1x small investigation @$3k each;<br>1x priority pedestrian crossing (zebra marking) @$5k each;<br>50% contingency |
| 70 | Good Counsel College | | Investigation | Works that encourage walking | Prepare an education campaign for the Good Counsel College and Primary School to promote the use of school crossings during operation. | Important | 3 | Stage 3: 15-30 years | 16 | Council | Primary | No | | Identified during the stakeholder workshop by attendees. | 0 | $4,500 | $ | 1x small investigation @$3k each;<br>50% contingency |
| 71 | Grace Street and Owen Street | | Supporting facilities | Works that encourage walking | Install a new kerb and channel and path on the north-east corner of Grace Street and Owen Street to improve pedestrian connection. The path will require utilising the existing road shoulder. | Important | 3 | Stage 3: 15-30 years | 16 | Council | Primary | Yes | | Identified by council stakeholders as current connection is unclear and unwelcoming. | 75 | $4,500 | $ | 1x small investigation @$3k each;<br>50% contingency |
| 72 | Ernest Street | Campbell Street to Brothers Access | Footpath provision | Meet standards/demand | Provide a 2m wide footpath on the eastern side of Ernest Street from Campbell Street to Brothers Access to enable safe accessible movement to Brothers. | Important | 3 | Stage 3: 15-30 years | 16 | Council | Primary | No | | Recommended by council stakeholders to improve accessibility. | 50 | $45,000 | $ | 2m wide footpath @$300 per m^2;<br>50% contingency |
| 73 | Bruce Highway / Blackwood Street | | Crossing provision | Safety related | Undertake planning to upgrade Bruce Highway / Blackwood Street signalised intersection with consideration for safe pedestrian crossings on all approaches. Include provision of pedetrian crossings on the western leg of the intersection. | Essential | 2 | Stage 3: 15-30 years | 16 | TMR | Primary | No | | Identified as an action by TMR as intersection does not align with the TMR Road Safety Policy. | | $600,000 | $$$$ | 1x large investigation (network-wide) @$50k each;<br>1x signalised pedestrian crossing (intersection) @$350k each;<br>50% contingency |
| 74 | Lily Street | Ernest Street to Glady Street | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the northern side of Lily Street from Ernest Street to Glady Street. | Essential | 2 | Stage 3: 15-30 years | 17 | Council | Primary | No | | Route was identified through the online survey as a route people wish to use.<br><br>May require relocation/adjustment of comms pits and electrical box. | 100 | $142,500 | $$ | 2m wide footpath @$300 per m^2;<br>1x driveway/kerb reinstatement @$10k each;<br>2.5x PUP adjustments @$10k each;<br>50% contingency |
| 75 | Kookaburra Close | 2 Kookaburra Close to Tramway Street | Footpath widening/improvements | Meet standards/demand | Upgrade footpath along Kookaburra Close to 1.8m wide to improve pedestrian connectivity and create inviting connection to footpath connecting to Charles Street.<br>Existing footpath scored '5' in overall condition in the Footpath Condition Assessment which indicates a poor existing footpath. | Important | 3 | Stage 3: 15-30 years | 17 | Council | Primary | No | | Site visit recommended route due to a footpath missing link. | 75 | $101,250 | $$ | 3m wide footpath @$300 per m^2;<br>50% contingency |
| 76 | Beech Street | Full extent | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the northern side of Beech Street along its full extent. | Essential | 3 | Stage 3: 15-30 years | 17 | Council | Secondary | No | | Identified in desktop assessment as a missing link to residential areas along a secondary route. | 150 | $135,000 | $$ | 2m wide footpath @$300 per m^2;<br>50% contingency |
| 77 | Grace Street | Charles Street to Ernest Street | Shared path provision | Missing links and crossings | Provide 3m-wide shared path connection along the northern side of Grace Street from Charles Street to Ernest Street to improve accessibility into the CBD and along the shop fronts. These links are on the PCNP and therefore further investigation may be needed to qualify for TMR CNLGG funding. | Essential | 2 | Stage 3: 15-30 years | 17 | Council | Primary | No | | Route was identified through the online survey as a route people wish to use.<br>Site visit also recommended route due to a footpath missing link.<br>The link is on the PCNP. | 125 | $168,750 | $$ | 3m wide footpath @$300 per m^2;<br>50% contingency |
| 78 | Ernest Street | 129 Ernest Street to Alice Street | Shared path provision | Missing links and crossings | Provide 3m-wide shared path connection along the eastern side of Ernest Street from 129 Ernest Street to Alice Street. This link on the PCNP and therefore further investigation may be needed to qualify for TMR CNLGG funding. | Essential | 2 | Stage 3: 15-30 years | 18 | Council | Primary | No | | Route was identified through the online survey as a route people wish to use.<br>The link is on the PCNP. | 150 | $202,500 | $$$ | 3m wide footpath @$300 per m^2;<br>50% contingency |
| 79 | Bruce Highway | Stitt Street to River Avenue | Footpath provision | Missing links and crossings | Provide a 2m-wide footpath along the western side of Bruce Highway between Stitt Street to River Avenue to connect to the existing signalised. | Essential | 2 | Stage 3: 15-30 years | 18 | TMR | Primary | No | | Identified by council stakeholders as opportunity to connect to safe crossing location. | 225 | $202,500 | $$$ | 2m wide footpath @$300 per m^2;<br>50% contingency |
| 80 | Stitt Street | River Avenue to May Street | Footpath provision | Missing links and crossings | Resurface the footpath to create a 2m-wide footpath connection along the southern side of Stitt Street between River Avenue to May Street for connections to the recreational centre. | Essential | 2 | Stage 3: 15-30 years | 18 | Council | Primary | No | | Site visit recommended route due to a footpath missing link. | 200 | $180,000 | $$ | 2m wide footpath @$300 per m^2;<br>50% contingency |
| 81 | Lily Street | Ernest Street to Charles Street | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the southern side of Lily Street from Ernest Street to Charles Street. Include provision of kerb ramps at Glady Street. | Essential | 2 | Stage 3: 15-30 years | 19 | Council | Primary | No | | Route was identified through the online survey as a route people wish to use. | 250 | $231,300 | $$$ | 2m wide footpath @$300 per m^2;<br>2x kerb ramp @$2.1k each;<br>50% contingency |
| 82 | Underpass | Disaster Management Centre to underpass below Geraldton Bridge | Shared space | Missing links and crossings | Asphalt the gravel road between the 3m wide shared path to Flying Fish Point Road and include markings and signage of a shared zone. This should connect to the footpath that continues north towards the community gardens. | Essential | 2 | Stage 3: 15-30 years | 19 | Council | Primary | No | | Identified during site visit as inadequate footpath provision. Similarly highlighted during stakeholder workshop walking audit.<br>A concept design has been prepared by council which includes sealed carparking. | 250 | $225,000 | $$$ | 2m wide footpath @$300 per m^2;<br>50% contingency |
| 83 | Ernest Street | Alice Street to Grace Street | Shared path provision | Missing links and crossings | Provide 3m-wide shared path connection along the western side of Ernest Street from Alice Street to Grace Street. This link on the PCNP and therefore further investigation may be needed to qualify for TMR CNLGG funding. Include installation of kerb ramps at Ernest Street/Alice Street intersection. | Essential | 2 | Stage 3: 15-30 years | 20 | Council | Primary | No | | Route was identified through the online survey as a route people wish to use.<br>The link is on the PCNP. | 175 | $242,550 | $$$ | 3m wide footpath @$300 per m^2;<br>2x kerb ramp @$2.1k each;<br>50% contingency |
| 84 | Blackwood Street | Full extent | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the northern side of Blackwood Street over its full extent as a key connection towards Goondi State School. Coordinate with project ID 85. | Essential | 2 | Stage 3: 15-30 years | 20 | Council | Primary | No | | Route was identified through the online survey as a route people wish to use.<br>Site visit also recommended route due to a footpath missing link.<br><br>Two power poles likely to need relocating (distance would need to be confirmed in design phase) and comms pit may require adjustment. | 150 | $255,000 | $$$ | 2m wide footpath @$300 per m^2;<br>2x driveway/kerb reinstatement @$10k each;<br>6x PUP adjustments @$10k each;<br>50% contingency |
| 85 | Blackwood Street/Maple Street | Maple St | Crossing provision | Missing links and crossings | Provide improved pedestrian crossing facilities through kerb extensions and refuge at Blackwood Street/Maple Street when new footpath is constructed on Blackwood Street (ID47). This would include kerb extensions and refuge on the eastern leg and a refuge island on the northern leg. Coordinate with project ID 84. | Essential | 2 | Stage 3: 15-30 years | 20 | Council | Primary | No | | Recommended by council stakeholders to improve connectivity along the primary network | 175 | $32,700 | $ | 2x pedestrian refuge @$7.4k each;<br>2x kerb extensions/build-outs @$3.5k each;<br>50% contingency |
| 86 | Grace Street/Glady Street and Grace Street/Ernest Street | | Crossing improvements | Safety related | Retain kerb buildouts and implement wombat crossings on all approaches of the Grace Street/Glady Street and Grace Street/Ernest Street intersections to align with the safe systems approach to pedestrian crossing design at roundabouts. | Essential | 2 | Stage 3: 15-30 years | 20 | Council | Primary | No | | Identified by council stakeholders in order to reduce speeds and improve pedestrian crossing facilities. | 0 | $240,000 | $$$ | 8x raised priority crossing (wombat crossing) @$20k each;<br>50% contingency |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **87** | Charles Street | Grace Street to Warrina Villanova Centre | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the western side of Charles Street from Grace Street to Warrina Villanova Centre. | Essential | 2 | Stage 3: 15-30 years | 21 | Council | Primary | No | | Site visit recommended route due to a footpath missing link. | 300 | $270,000 | $$$ | 2m wide footpath @$300 per m^2; 50% contingency |
| **88** | Stitt Street | May Street to Walkabout Backpackers | Footpath provision | Missing links and crossings | Resurface/widen the footpath to create a 2m-wide footpath connection along the southern side of Stitt Street between May Street to Walkabout Backpackers. | Essential | 2 | Stage 3: 15-30 years | 21 | Council | Primary | No | | Site visit recommended route due to a footpath missing link. | 400 | $360,000 | $$$ | 2m wide footpath @$300 per m^2; 50% contingency |
| **89** | Marty Street | Riley Street to Church Street | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the northern side of Marty Street from Riley Street to Church Street. Coordinate with delivery of project ID 90. | Essential | 2 | Stage 3: 15-30 years | 22 | Council | Primary | No | | Identified in desktop assessment as a missing link between the river and school connecting residential areas along primary route. | 400 | $360,000 | $$$ | 2m wide footpath @$300 per m^2; 50% contingency |
| **90** | Marty Street | Coronation Drive to Riley Street | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the northern side of Marty Street from Coronation Drive to Riley Street. Coordinate with delivery of project ID 89. | Essential | 2 | Stage 3: 15-30 years | 22 | Council | Primary | No | | Identified in desktop assessment as a missing link between the river and school connecting residential areas along primary route. | 325 | $292,500 | $$$ | 2m wide footpath @$300 per m^2; 50% contingency |
| **91** | Grace Street | Bruce Highway to Glady Street | Shared path provision | Missing links and crossings | Provide 3m-wide shared path connection along the southern side of Grace Street from Bruce Highway to Glady Street completing the missing links. This link is on the PCNP and therefore further investigation may be needed to qualify for TMR CNLGG funding. Include installation/upgrade of kerb ramps at Charles Street. | Essential | 2 | Stage 3: 15-30 years | 23 | Council | Primary | No | | Route was identified through the online survey as a route people wish to use.<br>Identified in desktop assessment as the missing links along Grace Street to connect between the river and Bruce Highway.<br>The link is on the PCNP. | 275 | $371,250 | $$$ | 3m wide footpath @$300 per m^2; 50% contingency |
| **92** | Ryan Street | Benwell Street to Sherwood Street | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the eastern side of Ryan Street from Benwell Street to Sherwood Street. Include installation of kerb ramps at Martin Street and crossing to the shared path near Sherwood Street. | Essential | 2 | Stage 3: 15-30 years | 23 | Council | Primary | No | | Identified in desktop assessment as missing footpath link to residential areas along primary route. | 400 | $372,600 | $$$ | 2m wide footpath @$300 per m^2; 4x kerb ramp @$2.1k each; 50% contingency |
| **93** | Maple Street | Laurie Street to Oak Street | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the western side of Maple Street from Laurie Street to Oak Street. Include provision of kerb ramps at Batchelor Street and Laurie Street. | Essential | 2 | Stage 3: 15-30 years | 24 | Council | Primary | No | | Site visit recommended route due to a footpath missing link. | 425 | $395,100 | $$$ | 2m wide footpath @$300 per m^2; 4x kerb ramp @$2.1k each; 50% contingency |
| **94** | Grace Street | Gordon Street to Charles Street | Shared path provision | Missing links and crossings | Provide 3m-wide shared path connection along the northern side of Grace Street between Gordon Street to Charles Street to improve access into the CBD.<br>These links are on the PCNP and therefore further investigation may be needed to qualify for TMR CNLGG funding. Include kerb ramps of Gordon Street, Donald Street and Charles Street. | Essential | 2 | Stage 3: 15-30 years | 24 | Council | Primary | No | | Route was identified through the online survey as a route people wish to use.<br>Site visit also recommended route due to a footpath missing link.<br>The link is on the PCNP. | 275 | $383,850 | $$$ | 3m wide footpath @$300 per m^2; 4x kerb ramp @$2.1k each; 50% contingency |
| **95** | Grace St/ Charles St | Charles St | Crossing provision | Missing links and crossings | Provide improved pedestrian crossing facilities through kerb extensions and refuge when new footpath on Grace St is installed (ID138 and ID5). | Essential | 2 | Stage 3: 15-30 years | 24 | Council | Primary | No | | Identified by council stakeholders during review to enable connections across Grace Street. | 0 | $65,400 | $$ | 4x pedestrian refuge @$7.4k each; 4x kerb extensions/build-outs @$3.5k each; 50% contingency |
| **96** | Mourilyan Road | 111 Mourilyan Drive to Marty Street | Shared path provision | Missing links and crossings | Provide 3m-wide shared path connection along the eastern side of Mourilyan Road from 111 Mourilyan Drive to Marty Street. This link on the PCNP and therefore further investigation may be needed to qualify for TMR CNLGG funding.<br>Note, verge width may impact on potential for 3m shared path provision. This should be considered in design and negotiated with TMR to identify appropriate arrangements which qualify for CNLGG funding. Potential reallocation of road space to the shared path may be required. Coordinate delivery with project ID 97. | Essential | 2 | Stage 3: 15-30 years | 25 | Council | Primary | No | | Site visit recommended route due to a footpath missing link. | 325 | $438,750 | $$$ | 3m wide footpath @$300 per m^2; 50% contingency |
| **97** | Mourilyan Road/Marty Street | | Crossing provision | Missing links and crossings | Mourilyan Road near Marty Street to connect students from Radiant Life School to the Coronation Drive pathway. This should consider a wombat crossing as the preferred outcome, however refer to the Australasian Pedestrian Facility Selection Tool to confirm recommended treatment. This could also consider reduction of speed on Mourilyan Road to 50km/h. Coordinate delivery with project ID 96. | Essential | 2 | Stage 3: 15-30 years | 25 | Council | Primary | No | | Identified in desktop assessment to connect students from Radiant Life School to the Coronation Drive pathway along the Primary route.<br>Feasibility to be confirmed due to long straight road. | 0 | $34,500 | $ | 1x small investigation @$3k each; 1x raised priority crossing (wombat crossing) @$20k each; 50% contingency |
| **98** | Reynolds Road | Dalrymple Esplanade to Bergin Road | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the western side of Reynolds Road at missing link locations including:<br>- Dalrymple Esplanade to Bergin Road<br>- Bergin Road to Reid Crescent<br>- Aluart Road to Penna Close.<br>Include provision of kerb ramps at Bergin Road, Reid Crescent, Penna Close. | Essential | 2 | Stage 3: 15-30 years | 26 | Council | Primary | No | | Route was identified through the online survey as a route people wish to use.<br>Site visit also recommended route due to a footpath missing link. | 475 | $452,700 | $$$ | 2m wide footpath @$300 per m^2; 8x kerb ramp @$2.1k each; 50% contingency |
| **99** | Mourilyan Road | Marty Street to Monica Street | Shared path provision | Missing links and crossings | Provide 2m-wide footpath connection along the eastern side of Mourilyan Road from Marty Street to Monica Street.<br>Note, verge width is limited with existing established street trees. Potential reallocation of road space to the footpath may be required. | Essential | 2 | Stage 3: 15-30 years | 27 | Council | Primary | No | | Site visit recommended route due to a footpath missing link. | 525 | $472,500 | $$$ | 2m wide footpath @$300 per m^2; 50% contingency |

# Innisfail Walking Network Action Program

| ID | Street or intersection | Location | Works type | Cost type | Recommendation | Rank | Priority | Staging | Estimated project year (1=2025) | Responsibility | WNP route designation | Adjacent to school, high risk location along Bruce | Community priority | Source and detail | Length (m) | Total Cost | Cost Band | Costing Assumptions & comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **100** | Maple Street | Beech Street to Pine Street | Footpath provision | Missing links and crossings | Provide new 2.5m-wide footpath along the eastern side of Maple Street from Beech Street to Pine Street to improve connectivity and accessibilty. Include installation of kerb ramps at Blackwood Street. Coorindate delivery with project ID 101. | Essential | 1 | Stage 3: 15-30 years | 28 | Council | Primary | Yes | | Identified in desktop assessment as missing link to Goondi State School.<br><br>Disturbance to PWP should be minimal due to power-poll set back. Footpath is feasible. | 450 | $512,550 | $$$$ | 2.5m wide footpath @$300 per m^2;<br>2x kerb ramp @$2.1k each;<br>50% contingency |
| **101** | Maple Street | Near Goondi State School | Crossing improvements | Safety related | Improve pedestrian connection across Maple Street to Goondi State School through inclusion of a zebra crosssing on the existing speed hump existing crossing to create a wombat crossing. This may require a review of existing lighting standards to ensure compliance with zebra requirements. Coorindate delivery with project ID 100. | Essential | 1 | Stage 3: 15-30 years | 28 | Council | Primary | Yes | | Identified during site visit as requiring a crossing location for students approaching from Bruce Highway. | 0 | $7,500 | $ | 1x priority pedestrian crossing (zebra marking) @$5k each;<br>50% contingency |
| **102** | Bruce Highway | Near PCYC | Crossing provision | Missing links and crossings | Recommend rewording to: Investigate options for a new active transport crossing on the Bruce Highway near Leichardt Street to safely and conveniently meet the desire line to PCYC with vulnerable road users (children). | Essential | 1 | Stage 3: 15-30 years | 29 | TMR | Primary | Yes | | Identified during the stakeholder workshop by attendees.<br>Site visit also recommended crossing due to missing link. | 0 | $750,000 | $$$$ | 2x signalised pedestrian crossing (mid-block) @$250k each;<br>50% contingency |
| **103** | Mourilyan Road | Near Goodstart Early Learning | Crossing provision | Missing links and crossings | Investigate and provide kerb buildouts and a refuge island along Mourilyan Road near Monica Street to provide connection to Goodstart Early Learning. Coordinate delivery with project ID 104. | Essential | 2 | Stage 3: 15-30 years | 30 | Council | Primary | No | | Identified in desktop assessment to connect pedestrians from the river or along Mourilyan Road across to Goodstart Early Learning. | 0 | $26,100 | $ | 1x pedestrian refuge @$7.4k each;<br>2x kerb extensions/build-outs @$3.5k each;<br>50% contingency |
| **104** | Mourilyan Road | Marty Street to Couche Street | Shared path provision | Missing links and crossings | Provide 3m-wide shared path connection along the western side of Mourilyan Road from Marty Street to Couche Street. This link on the PCNP and therefore further investigation may be needed to qualify for TMR CNLGG funding.<br>Note, verge width may impact on potential for 3m shared path provision. This should be considered in design and negotiated with TMR to identify appropriate arrangements which qualify for CNLGG funding. Potential reallocation of road space to the shared path may be required. Coordinate delivery with project ID 103. | Essential | 1 | Stage 3: 15-30 years | 30 | Council | Primary | Yes | | Site visit recommended route due to a footpath missing link. | 600 | $810,000 | $$$$ | 3m wide footpath @$300 per m^2;<br>50% contingency |
| **105** | Easement | Fitzgerald Esplanade to Rankin Street | Investigation | Missing links and crossings | Investigate improvements to formalise a connection between the Johnstone River/Fitzgerald Esplanade to the Coles shopping centre through formation of easements. Include provision of a footpath between Rankin Street and Owen Street through the council parking. Provide a footpath throguh the existing car park adjacent to the RSL (through reconfiguration of line marking or shared zone treatment), formalise the crossing near Shire Hall and implement speed humps prior to the zebra crossing outside Coles. Additionally, investigate CPTED improvements which can encourage use and deter unsavoury behaviour. CPTED improvements could consider activation opportunities, lighting and murals or similar. | Essential | 4 | Stage 4: 30-50 years | 31 | Council | None | No | | Site visit recommended route due to a footpath missing link. | 275 | $37,500 | $ | 1x medium investigation @$25k each;<br>50% contingency |
| **106** | Clare Street | Glady Street to Council Depot | Footpath widening/improvements | Wayfinding | Provide linemarking and paint or resurfacing to clearly delineate the pedestrian footpath from the road and driveways. The current council footpath database does not include this section of footpath showing a lack of clarity in its design as a gootpath. | Other | 4 | Stage 4: 30-50 years | 31 | Council | Primary | No | | Route was identified through the online survey as a route people wish to use.<br>Site visit also recommended route due to a footpath missing link. | 75 | $2,250 | $ | 500x linemarking @$3 per m;<br>50% contingency |
| **107** | Fitzgerald Esplanade | Car Park entrance to riverfront | Footpath provision | Missing links and crossings | Improve the pedestrian footpath along the carpark from Fitzgerald Esplanade to the riverfront through improved delineation and potential widening. Widening may include updating adjacent car parking to small car parking and moving the concrete wheelstops back from the footpath. Updates should be in alignment with the Innisfail CBD Revitalisation Master Plan. | Essential | 4 | Stage 4: 30-50 years | 31 | Council | None | No | | Identified in desktop assessment as a potential improvement due to the limited width and clarity of path. | 50 | $900 | $ | 200x linemarking @$3 per m;<br>50% contingency |
| **108** | Along Johnstone River | Johnstone River Community Gardens to Flying Fish Point Road | Shared path provision | Missing links and crossings | Investigate provision of a new 3m wide shared path along Johnstone River from Johnstone River Community Gardens to Flying Fish Point Road as an additional recreational trail for pedestrians (including walkers and runners). Consider whether this project would require land resumptions from agricultural land and secure land along section of riverbank where the esplanade ends. | Essential | 4 | Stage 4: 30-50 years | 31 | Council | Future primary | No | | Route was identified through the online survey as a route people wish to use.<br>Identified during the stakeholder workshop by attendees. | 1475 | $37,500 | $ | 1x medium investigation @$25k each;<br>50% contingency |

# Innisfail Walking Network Action Program

| ID | Street or intersection | Location | Works type | Cost type | Recommendation | Rank | Priority | Staging | Estimated project year (1=2025) | Responsibility | WNP route designation | Adjacent to school, high risk location along Bruce | Community priority | Source and detail | Length (m) | Total Cost | Cost Band | Costing Assumptions & comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 109 | Charles Street | 2 Charles Street to Bruce Highway | Lighter quicker cheaper alternative | Works that encourage walking | Investigate opportunities for lighter quicker cheaper footpath provision using the wide road reserve on Charles Street south of the Bruce Highway. | Important | 4 | Stage 4: 30-50 years | 31 | Council | Secondary | No | | Opportunity identified during the site visit as a potential location to implement LQC treatment. | 250 | $37,500 | $ | 1x medium investigation @$25k each;<br>50% contingency |
| 110 | Glady Street | Emily Street to Grace Street | Footpath provision | Meet standards/demand | Provide a 2m wide footpath on the western side of Glady Street between Emily Street to Grace Street. Include provision of kerb ramps at Emily Street, Alice Street and Grace Street. | Important | 4 | Stage 4: 30-50 years | 31 | Council | Secondary | No | | Identified by council stakeholders as recommended link. | 425 | $401,400 | $$$ | 2m wide footpath @$300 per m^2;<br>6x kerb ramp @$2.1k each;<br>50% contingency |
| 111 | Darlymple Esplanade, Coronation Drive | Various locations | Supporting facilities | Amenity upgrades | Undertake a small investigation to consider opportunities to provide bins along key walking routes to provide opportunities for disposing of dog poo. | Other | 4 | Stage 4: 30-50 years | 31 | Council | Primary | Yes | | Identified during the stakeholder workshop by attendees. | 0 | $4,500 | $ | 1x small investigation @$3k each;<br>50% contingency |
| 112 | Ramp to Centenary Bridge | Near Centenary Bridge | Supporting facilities | Amenity upgrades | Investigate opportunities to improve staircase to be more bicycle friendly, less slippery and improve wayfinding. Current wheel tracks on the western side are too close to the fence to be able to bring a bike down due to the pedals hitting the fence. Implement improved wayfinding signage towards the bridge. | Other | 4 | Stage 4: 30-50 years | 31 | Council | Primary | Yes | | Identified during the stakeholder workshop by attendees. | 0 | $6,300 | $ | 1x small investigation @$3k each;<br>2x signage @$0.6k each;<br>50% contingency |
| 113 | Town centre | | Investigation | Amenity upgrades | Undertake a desktop assessment and prepare a works program for opportunities for bench seating and shade in town in line with Innisfail CBD Revitlisation Master Plan and community members desires. | Other | 4 | Stage 4: 30-50 years | 31 | Council | Primary | No | | Identified during the stakeholder workshop by attendees. | 0 | $37,500 | $ | 1x medium investigation @$25k each;<br>50% contingency |
| 114 | Various | | Investigation | Wayfinding | Prepare a wayfinding plan for the CBD and identify opportunities for iconic route wayfinding along key walking routes, including:<br>- bridge to bridge loop<br>- CBD to Warrina Lakes<br>- signage to riverfront walks<br>This should also consider distance markings on the path or signage to encourage people to reach a set target. | Other | 4 | Stage 4: 30-50 years | 31 | Council | Primary | Yes | | Identified by council stakeholders as opportunity to provide further clarity on routes and to encourage further use. | 0 | $37,500 | $ | 1x medium investigation @$25k each;<br>50% contingency |
| 115 | Owen Street | Grace Street to Alice Street | Footpath widening/improvements | Meet standards/demand | Widen the footpath on the eastern side of Owen Street between Grace Street to Alice Street to 2m wide to provide adequate provision and connection for Good Counsel College and Good Counsel Primary School. | Important | 3 | Stage 4: 30-50 years | 32 | Council | Primary | Yes | | Identified by council stakeholders as key upgrade required near school. | 225 | $202,500 | $$$ | 2m wide footpath @$300 per m^2;<br>50% contingency |
| 116 | Owen St | Emily Street to Alice Street | Footpath provision | Missing links and crossings | Provide a 2m wide footpath on the western side of Owen Street between Emily Street and Alice Street. Include provision of kerb ramps at Alice Street. | Essential | 3 | Stage 4: 30-50 years | 33 | Council | Secondary | No | | Identified by council stakeholders as recommended path bear school. | 225 | $208,800 | $$$ | 2m wide footpath @$300 per m^2;<br>2x kerb ramp @$2.1k each;<br>50% contingency |
| 117 | Turner Street | Mourilyan Road to Coronation Drive | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the southern side of Turner Street from Mourilyan Road to Coronation Drive. Include provision of kerb ramps at Coronation Drive. | Essential | 3 | Stage 4: 30-50 years | 34 | Council | Secondary | No | | Identified in desktop assessment as a missing link between the river and the main road identified as a secondary route. | 275 | $253,800 | $$$ | 2m wide footpath @$300 per m^2;<br>2x kerb ramp @$2.1k each;<br>50% contingency |
| 118 | Campbell Street | Ernest Street to Sundown Road | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the southern side of Campbell Street from Ernest Street to Sundown Road. Coordinate delivery with project ID 119. | Essential | 3 | Stage 4: 30-50 years | 35 | Council | Secondary | No | | Identified in desktop assessment as missing footpath link to residential areas along secondary route. | 300 | $270,000 | $$$ | 2m wide footpath @$300 per m^2;<br>50% contingency |
| 119 | Campbell Street/Ernest Street | | Crossing provision | Missing links and crossings | Investigate and provide kerb buildouts and a refuge on Ernest Street near Campbell Street to reduce the crossing distance for users accessing Callandar Park. Coordinate delivery with project ID 118. | Essential | 2 | Stage 4: 30-50 years | 35 | Council | Primary | No | | Identified in desktop assessment to connect residents to Callandar Park . | 0 | $26,100 | $ | 1x small investigation @$3k each;<br>1x pedestrian refuge @$7.4k each;<br>2x kerb extensions/build-outs @$3.5k each;<br>50% contingency |
| 120 | Ash Street | Beech Street to Oak Street | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the western side of Ash Street from Beech Street to Oak Street. Include provision of kerb ramps at Cedar Street and Beech Street. | Essential | 3 | Stage 4: 30-50 years | 36 | Council | Secondary | No | | Identified in desktop assessment as a missing link through residential areas identified as a secondary route. | 325 | $305,100 | $$$ | 2m wide footpath @$300 per m^2;<br>4x kerb ramp @$2.1k each;<br>50% contingency |
| 121 | Scullen Avenue | Bruce Highway to 18 Scullen Avenue | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the southern side of Scullen Avenue from Bruce Highway to 18 Scullen Avenue. Include provision of kerb ramps at Jones Street. | Essential | 3 | Stage 4: 30-50 years | 37 | Council | Secondary | No | | Identified in desktop assessment as a missing link through residential areas identified as a secondary route. | 350 | $321,300 | $$$ | 2m wide footpath @$300 per m^2;<br>2x kerb ramp @$2.1k each;<br>50% contingency |
| 122 | Monica Street | Mourilyan Road to Coronation Drive | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the southern side of Monica Street from Mourilyan Road to Coronation Drive. Include provision of kerb ramps at Couche Street. | Essential | 3 | Stage 4: 30-50 years | 38 | Council | Secondary | No | | Route was identified through the online survey as a route people wish to use. | 375 | $343,800 | $$$ | 2m wide footpath @$300 per m^2;<br>2x kerb ramp @$2.1k each;<br>50% contingency |
| 123 | Alice Street | Owen Street to Rankin Street | Footpath provision | Missing links and crossings | Provide new 2m-wide footpath along the southern side of Alice Street from Owen Street to Rankin Street and Charles Street to Ernest Street to improve connectivity and accessibilty. Include installation of kerb ramps at Charles Street, Glady Street, Ernest Street, Owen Street and Rankin Street. | Essential | 3 | Stage 4: 30-50 years | 39 | Council | Secondary | No | | Route was identified through the online survey as a route people wish to use.<br>Site visit also recommended route due to a footpath missing link. | 350 | $346,500 | $$$ | 2m wide footpath @$300 per m^2;<br>10x kerb ramp @$2.1k each;<br>50% contingency |
| 124 | Cassowary Street | Full extent | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the eastern side of Cassowary Street from Bruce Highway to Tramway Street. | Essential | 3 | Stage 4: 30-50 years | 40 | Council | Secondary | No | | Identified by council stakeholders to align with previous planning. | 425 | $382,500 | $$$ | 2m wide footpath @$300 per m^2;<br>50% contingency |
| 125 | Nelson Street | Dalrymple Esplanade to Terka Street | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the western side of Nelson Street from Dalrymple Esplanade to Bergin Road. Include provision of kerb ramps at Katoora Street, Terka Street, Mayflower Street. | Essential | 3 | Stage 4: 30-50 years | 41 | Council | Secondary | No | | Route was identified through the online survey as a route people wish to use.<br>Site visit also recommended route due to a footpath missing link. | 425 | $401,400 | $$$ | 2m wide footpath @$300 per m^2;<br>6x kerb ramp @$2.1k each;<br>50% contingency |
| 126 | Tierney Street | Breffni Street to Dalrymple Esplanade shared path | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along Tierney Street including:<br>- on the eastern side from Breffni Street to Dalrymple Esplanade<br>- on the western side between Breffni Street to Bergin Road<br>Include provision of kerb ramps at Sword Street, Breffni Street and Cavan Close. | Essential | 3 | Stage 4: 30-50 years | 42 | Council | Secondary | No | | Identified in desktop assessment as a key missing link to the residential area along the secondary route. | 475 | $427,500 | $$$ | 2m wide footpath @$300 per m^2;<br>50% contingency |
| 127 | Anthony Street | Fitzgerald Esplanade to Campbell Street | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the southern side of Anthony Street from Fitzgerald Esplanade to Campbell Street. Include installation of kerb ramps at Campbell Street. | Essential | 3 | Stage 4: 30-50 years | 43 | Council | Secondary | No | | Route was identified through the online survey as a route people wish to use. | 475 | $440,100 | $$$ | 2m wide footpath @$300 per m^2;<br>4x kerb ramp @$2.1k each;<br>50% contingency |

# Innisfail Walking Network Action Program

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **128** | Velution Street | Bruce Highway to Pine Street | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the western side of Velution Street from Bruce Highway to Pine Street and Danelle Street to connect to Railway Street. Include provision of kerb ramps at Mahogany Street and Danelle Street. | Essential | 3 | Stage 4: 30-50 years | 44 | Council | Secondary | No | | Site visit recommended route due to a footpath missing link. | 475 | $440,100 | $$$ | 2m wide footpath @$300 per m^2;<br>4x kerb ramp @$2.1k each;<br>50% contingency<br>Railway crossing provision not included in cost estimate. |
| **129** | Church Street, Punchard Street, Cargill Street, Hickey Street | Marty Street to Ryan Street | Footpath provision | Missing links and crossings | Punchard Street, Cargill Street and Hickey Street between Marty Street and Ryan Street, most likely on the southern/western side of the roads. The terrain and narrow verge may lead to difficulty installing the footpath. On-road sections may need to be investigated. Lower speeds (30km/h) should be considered and where footpaths are unable to be achieved consider a Safe Active Street provision. | Essential | 3 | Stage 4: 30-50 years | 45 | Council | Secondary | No | | Identified in desktop assessment as missing footpath link to residential areas along secondary route. | 525 | $477,000 | $$$ | 1x small investigation @$3k each;<br>50% contingency<br>Note: the topography is very challenging in this area. Earthworks have not been considered in the cost estimate but further investigations should take place |
| **130** | Coronation Drive | Fitzgerald Street to Innisfail East State School | Footpath widening/improvements | Works that encourage walking | Reconstruct a portion of the Coronation Drive shared path to provide a 3m wide shared path which removes the exposed rocks and slippery cracks. Ensure appropriate maintenance is carried out on the path following completion.<br>Existing footpath reviewed in the Footpath Condition Assessment scored '5' in overall condition of the footpath which indicates a very poor footpath condition.<br>This project is included in the council footpath renewal/improvement projects for next financial year. | Important | 2 | Stage 4: 30-50 years | 48 | Council | Primary | Yes | | Identified during the stakeholder workshop by attendees. Highly used route for recreation and access to school | 725 | $978,750 | $$$$ | 3m wide footpath @$300 per m^2;<br>50% contingency |
| **131** | Bruce Highway | McGowan Drive to Haddrell Park | Shared path provision | Meet standards/demand | Investigate and provide a pedestrian connection on the eastern side of the Bruce Highway between McGowan Drive to Haddrell Park to provide a 3m wide shared path and bridge. This aligns with desire lines for the Bridge to Bridge recreational route.<br>The current provision/connection is via the bridge and footpath provision to the west of the Bruce Highway, however this is not aligned with desire lines and adds unneccessary crossings of high speed roads within the route. | Important | 2 | Stage 4: 30-50 years | 49 | TMR | Primary | Yes | | Route was identified through the online survey as a route people wish to use.<br>Site visit also recommended route due to a footpath missing link. | 300 | $5,407,500 | $$$$$ | $3 mill for bridge across Bamboo Creek<br>3m wide pathway @300/m<br>$200k allowance for retaining walls/earthworks.<br>50% contingency |
| **132** | Acacia Street and Water Street | Bruce Highway to Charles Street | Investigation | Works that encourage walking | Investigate an opportunity to provide a pedestrian connection along Acacia Street, Water Street and the swamp to connect Bruce Highway to Charles Street as an alternate to Bruce Highway. | Important | 5 | Stage 5: 50+ years | 50 | Council | None | No | | The connection was raised in the pop-up by a member of the public who used to use the connection to get into town prior to removal of a pipe connection across the creek. | 1525 | $37,500 | $ | 1x medium investigation @$25k each;<br>50% contingency |
| **133** | Dalrymple Park | Dalrymple Esplanade to Breffni Street | Footpath provision | Wayfinding | Improve wayfinding of existing cut-through between Darlymple Esplanade shared path to Riverside Crescent and Breffni Street through 1.8m wide footpath provision and clear signage. | Other | 5 | Stage 5: 50+ years | 50 | Council | Secondary | No | | Site visit identified a lack of legibility and clarity on the potential cut through opportunity. | 125 | $112,950 | $$ | 1.8m wide footpath @$300 per m^2;<br>2x kerb ramp @$2.1k each;<br>6x signage @$0.6k each;<br>50% contingency |
| **134** | Easement | Near 4 Ibis Street | Supporting facilities | Wayfinding | Implement improved wayfinding and linemarking to clearly indicate direction of path and connections. Current provision is unclear whether footpath leads to driveway and how to connect to Kookaburra Close or Charles Street. Sight lines would be important to consider and confirm whether feasible. | Other | 5 | Stage 5: 50+ years | 50 | Council | Secondary | No | | Identified in desktop assessment as an unclear connection where wayfinding could allow easier clarity and legibility. | 0 | $7,200 | $ | 1x small investigation @$3k each;<br>3x signage @$0.6k each;<br>50% contingency |
| **135** | Sherwood Street | Ryan Street to Corinda Street | Shared path provision | Missing links and crossings | Provide 3m-wide shared path connection along the northern side of Sherwood Street from Ryan Street to Corinda Street. There is limited space on the verge and investigation could be undertaken to consider a lighter, quicker, cheaper approach utilising roadspace if needed. This link is on the PCNP and therefore further investigation may be needed to qualify for TMR CNLGG funding. | Essential | 3 | Stage 5: 50+ years | 51 | Council | Secondary | No | | Identified in desktop assessment as missing footpath link to residential areas along secondary route.<br>The link is on the PCNP. | 375 | $510,750 | $$$$ | 3m wide footpath @$300 per m^2;<br>1x small investigation @$3k each;<br>50% contingency |
| **136** | Scheu Street | Mourilyan Road to Coronation Drive | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the northern side of Scheu Street from Ryan Street to Coronation Drive. Include installation of kerb ramps at Bunda Street and across Mourilyan Road and Coronation Drive. | Essential | 3 | Stage 5: 50+ years | 52 | Council | Secondary | No | | Identified in desktop assessment as missing footpath link from river to residential areas along secondary route. | 550 | $513,900 | $$$$ | 2m wide footpath @$300 per m^2;<br>6x kerb ramp @$2.1k each;<br>50% contingency<br>Note: the topography is very challenging in this area. Earthworks have not been considered in the cost estimate but further investigations should take place to confirm ability to provide footpath. |
| **137** | Ernest Street | Campbell Street to Alice Street | Footpath provision | Meet standards/demand | Provide a 2m wide footpath on the western side of Ernes Street between Campbell Street and Alice Street to imrpove pedestrian connectivity from Innisfail State School and along the residential streets. | Important | 3 | Stage 5: 50+ years | 53 | Council | Primary | No | | Recommended by council stakeholders to improve connectivity on residential streets. | 600 | $540,000 | $$$$ | 2m wide footpath @$300 per m^2;<br>50% contingency |
| **138** | Fitzgerald Street | Ryan Street to Agnes Street | Footpath provision | Missing links and crossings | Investigate opportunities to provide a 2m wide footpath along the constrained Fitzgerald Street. This includes:<br>- Provision of a footpath on the southern side between Coronation Drive to Agnes Street<br>- investigation of opportunities between Anges Street to Mourilyan Road with potential one-way road with footpath separation on carriageway, slower speeds, or safe active street, considering the crest and associated sight distance constraints.<br>- Provide footpath on the northern side between Mourilyan Road to Ryan Street. | Essential | 3 | Stage 5: 50+ years | 54 | Council | Secondary | No | | Identified in desktop assessment as missing footpath link from river to residential areas along secondary route. | 625 | $567,000 | $$$$ | 2m wide footpath @$300 per m^2;<br>1x small investigation @$3k each;<br>50% contingency<br>Note: the topography is very challenging in this area. Earthworks have not been considered in the cost estimate but further investigations should take place to confirm ability to provide footpath. |
| **139** | Aluart Road | Full Extent | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the southern side of Aluart Road over its full extent. Include provision of kerb ramps at Colyer Close and Alexander Street. Coorindate delivery with project ID 140. | Essential | 3 | Stage 5: 50+ years | 55 | Council | Secondary | No | | Route was identified through the online survey as a route people wish to use.<br>Site visit also recommended route due to a footpath missing link. | 625 | $575,100 | $$$$ | 2m wide footpath @$300 per m^2;<br>4x kerb ramp @$2.1k each;<br>50% contingency |
| **140** | Flying Fish Point Road | Near Innisfail State College | Crossing provision | Missing links and crossings | Investigate and provide a wombat crossing on Flying Fish Point Road near Innisfail State College to safely and conveniently meet the desire line to the school. This crossing will allow connections from Innisfail Estate and the future subdivision. A speed limit review may be required to ensure a safe wombat crossing. Where a wombat cannot be provided due to the high-speed environment, consider signals. Coorindate delivery with project ID 139. | Essential | 1 | Stage 5: 50+ years | 55 | Council | Primary | Yes | | Identified during the stakeholder workshop by attendees. | 0 | $30,000 | $ | 1x raised priority crossing (wombat crossing) @$20k each;<br>50% contingency |
| **141** | Ryan Street | Hickey Street to Benwell Street | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the western side of Ryan Street from Hickey Street to Benwell Street. Include installation of kerb ramps at Carmel Street, Clancy Street, Scheu Street and across Ryan Street near Benwell Street. | Essential | 3 | Stage 5: 50+ years | 56 | Council | Secondary | No | | Identified in desktop assessment as missing footpath link to residential areas along secondary route. | 700 | $655,200 | $$$$ | 2m wide footpath @$300 per m^2;<br>8x kerb ramp @$2.1k each;<br>50% contingency |
| **142** | Paul Street, Callendar Drive, Peter Street | Anthony Street to Anthony Street | Footpath provision | Missing links and crossings | Provide a 2m-wide footpath along the inner loop (southern side) of Paul Street, Callendar Drive and Peter Street to provide connections to residential properties along the secondary route. | Essential | 3 | Stage 5: 50+ years | 57 | Council | Secondary | No | | Identified by council stakeholders as link for residents on the Walking Network Plan. | 925 | $832,500 | $$$$ | 2m wide footpath @$300 per m^2;<br>50% contingency |

# Innisfail Walking Network Action Program

| ID | Street or intersection | Location | Works type | Cost type | Recommendation | Rank | Priority | Staging | Estimated project year (1=2025) | Responsibility | WNP route designation | Adjacent to school, high risk location along Bruce | Community priority | Source and detail | Length (m) | Total Cost | Cost Band | Costing Assumptions & comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **143** | Darlymple Esplanade | Tierney Street to Reynolds Road | Footpath widening/improvements | Meet standards/demand | Widen footpath to 2.5m along Darlymple Esplanade between Tierney Street to Reynolds Road to link into the newly constructed shared path along the river esplanade. | Important | 3 | Stage 5: 50+ years | 58 | Council | Primary | No | | Identified by council stakeholders as current link does not cater for demand. | 750 | $843,750 | $$$$ | 2.5m wide footpath @$300 per m^2; 50% contingency |
| **144** | Reynolds Road | Aluart Road to Flying Fish Point Road | Footpath provision | Missing links and crossings | Require Flying Fish Subdivision developer to provide 2m wide shared path along Reynolds Road between Aluart Road to Flying Fish Point Road. Include provision of any kerb ramps across local streets developed in the subdivision. Additionally, all new streets in the subdivisions should have a footpath on at least one side of the road as well as crossings at desire lines. | Essential | 3 | Stage 5: 50+ years | 59 | Developer | Secondary | No | | Route was identified through the online survey as a route people wish to use. Also dentified during the stakeholder workshop by attendees. | 1125 | $1,012,500 | $$$$ | 2m wide footpath @$300 per m^2; 50% contingency |
| **145** | Railway Street and Tulip Street | Bruce Highway to Warrina Nursing Home | Footpath provision | Missing links and crossings | Provide 2m-wide footpath connection along the eastern side of Railway Street and Tulip Street from Bruce Highway to Warrina Nursing Home. Include provision of kerb ramps at Shell Strete, Power Street, Walnut Street and Water Street. | Essential | 3 | Stage 5: 50+ years | 60 | Council | Secondary | No | | Route was identified through the online survey as a route people wish to use. | 1125 | $1,037,700 | $$$$ | 2m wide footpath @$300 per m^2; 8x kerb ramp @$2.1k each; 50% contingency |
| **146** | Corinda Street, Hilda Street, Howe Street | Sherwood Street to Brownlee Street | Lighter quicker cheaper alternative | Missing links and crossings | Investigate provision of a hybrid Lighter Quicker Cheaper project with verge footpath provision and on-road footpath provision where verge widths don't allow for 3m shared path. This link on the PCNP and therefore further investigation may be needed to qualify for TMR CNLGG funding. | Essential | 3 | Stage 5: 50+ years | 61 | Council | Secondary | No | | Identified in desktop assessment as missing footpath link through residential areas along secondary route. The link is on the PCNP. | 1050 | $1,422,000 | $$$$ | 3m wide footpath @$300 per m^2; 1x small investigation @$3k each; 50% contingency |
| **147** | Warrina Lakes | | Footpath provision | Works that encourage walking | Implement the Warrina Lakes Master Plan and provide ParkRun facilities within the lakes area. This includes completion of a 1.65km loop and additonal new recreational wakling paths. The works include new setions of concrete path, new sections fo deco path and upgraded paths. Construction should also consider provision of seating and water fountains along the route. | Important | 5 | Stage 5: 50+ years | 62 | Council | None | No | | Idenfitied by council as being a plan underway. | 2400 | $2,160,000 | $$$$$ | 2m wide footpath @$300 per m^2; 50% contingency |
| **148** | Flying Fish Point Road | Aluart Road to Reynolds Road | Shared path provision | Missing links and crossings | Require Flying Fish Subdivision developer to provide 3m wide shared path along Flying Fish Point Road between Aluart Road to Reynolds Road. Include provision of any kerb ramps across local streets developed in the subdivision. Additionally, all new streets in the subdivisions should have a footpath on at least one side of the road as well as crossings at desire lines. | Essential | 3 | Stage 5: 50+ years | 63 | Council | Secondary | No | | Route was identified through the online survey as a route people wish to use. Also identified during the stakeholder workshop by attendees. The link is on the PCNP. | 1650 | $2,227,500 | $$$$$ | 3m wide footpath @$300 per m^2; 50% contingency |

**General reporting**

| | Total | Stage 1: 1-5 years | Stage 2: 5-15 years | Stage 3: 15-30 years | Stage 4: 30-50 years | Stage 5: 50+ years | Other |
|---|---|---|---|---|---|---|---|
| **# Projects** | 148 | 21 | 42 | 41 | 27 | 17 | - |
| **Total Cost** | $ 35,150 | $ 906,000 | $ 6,615,603 | $ 9,819,450 | $ 11,835,600 | $ 13,085,550 | $ - |

| Rank | Total | Stage 1: 1-5 years | Stage 2: 5-15 years | Stage 3: 15-30 years | Stage 4: 30-50 years | Stage 5: 50+ years | Other |
|---|---|---|---|---|---|---|---|
| **Essential** | 122 | 20 | 39 | 35 | 17 | 11 | 0 |
| **Important** | 19 | 1 | 3 | 6 | 5 | 4 | 0 |
| **Other** | 7 | 0 | 0 | 0 | 5 | 2 | 0 |
| **Total** | **148** | **21** | **42** | **41** | **27** | **17** | **0** |

| Priority | Total | Stage 1: 1-5 years | Stage 2: 5-15 years | Stage 3: 15-30 years | Stage 4: 30-50 years | Stage 5: 50+ years | Other |
|---|---|---|---|---|---|---|---|
| **1** | 39 | 21 | 13 | 4 | 0 | 1 | 0 |
| **2** | 58 | 0 | 29 | 26 | 3 | 0 | 0 |
| **3** | 37 | 0 | 0 | 11 | 14 | 12 | 0 |
| **4** | 10 | 0 | 0 | 0 | 10 | 0 | 0 |
| **5** | 4 | 0 | 0 | 0 | 0 | 4 | 0 |
| **Other** | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **148** | **21** | **42** | **41** | **27** | **17** | **0** |

| Kilometers | Total | Stage 1: 1-5 years | Stage 2: 5-15 years | Stage 3: 15-30 years | Stage 4: 30-50 years | Stage 5: 50+ years | Other |
|---|---|---|---|---|---|---|---|
| **Footpath Provision** | 20.3 | 0.075 | 1.275 | 4.675 | 5.475 | 8.8 | 0 |
| **Shared Path provision** | 8.875 | 0.075 | 2.55 | 2.45 | 1.775 | 2.025 | 0 |
| **Footpath widening/improv** | 1.85 | 0 | 0 | 0.075 | 1.025 | 0.75 | 0 |
| **Total** | **31.025** | **0.15** | **3.825** | **7.2** | **8.275** | **11.575** | **0** |

| Project types | Total | Stage 1: 1-5 years | Stage 2: 5-15 years | Stage 3: 15-30 years | Stage 4: 30-50 years | Stage 5: 50+ years | Other |
|---|---|---|---|---|---|---|---|
| **Footpath provision** | 51 | 1 | 6 | 19 | 15 | 10 | 0 |
| **Shared path provision** | 26 | 1 | 13 | 8 | 2 | 2 | 0 |
| **Footpath widening/improv** | 5 | 0 | 0 | 1 | 3 | 1 | 0 |
| **Shared space** | 3 | 0 | 2 | 1 | 0 | 0 | 0 |
| **Supporting facilities** | 6 | 2 | 0 | 1 | 2 | 1 | 0 |
| **Investigation** | 9 | 1 | 3 | 1 | 3 | 1 | 0 |
| **Crossing provision** | 27 | 7 | 11 | 7 | 1 | 1 | 0 |
| **Crossing improvements** | 19 | 9 | 7 | 3 | 0 | 0 | 0 |
| **Lighter quicker cheaper alte** | 2 | 0 | 0 | 0 | 1 | 1 | 0 |
| **Total** | **148** | **21** | **42** | **41** | **27** | **17** | **0** |

| Total Cost | Total | Stage 1: 1-5 years | Stage 2: 5-15 years | Stage 3: 15-30 years | Stage 4: 30-50 years | Stage 5: 50+ years | Other |
|---|---|---|---|---|---|---|---|
| **TMR** | $ 9,667,800 | $ 131,250 | $ 2,576,550 | $ 1,552,500 | $ 5,407,500 | $ - | $ - |
| **Developer** | $ 1,012,500 | $ - | $ - | $ - | $ - | $ 1,012,500 | $ - |
| **Council** | $ 31,486,353 | $ 716,250 | $ 4,002,003 | $ 8,266,950 | $ 6,428,100 | $ 12,073,050 | $ - |
| **QR/TMR** | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **TMR/Council** | $ 95,550 | $ 58,500 | $ 37,050 | $ - | $ - | $ - | $ - |
| **Total** | **$ 42,262,203** | **$ 906,000** | **$ 6,615,603** | **$ 9,819,450** | **$ 11,835,600** | **$ 13,085,550** | **$ -** |
| **$/year** | | **$ 181,200** | **$ 661,560** | **$ 654,630** | **$ 591,780** | **$ 1,006,581** | |
| **Council $/year** | | **$ 154,950** | **$ 403,905** | **$ 551,130** | **$ 321,405** | **$ 928,696** | |

| Cost band | Total | Stage 1: 1-5 years | Stage 2: 5-15 years | Stage 3: 15-30 years | Stage 4: 30-50 years | Stage 5: 50+ years | Other |
|---|---|---|---|---|---|---|---|
| **$** | 52 | 15 | 16 | 8 | 10 | 3 | 0 |
| **$$** | 31 | 6 | 13 | 11 | 0 | 1 | 0 |
| **$$$** | 43 | 0 | 10 | 18 | 15 | 0 | 0 |
| **$$$$** | 19 | 0 | 3 | 4 | 1 | 11 | 0 |
| **$$$$$** | 3 | 0 | 0 | 0 | 1 | 2 | 0 |
| **Total** | **148** | **21** | **42** | **41** | **27** | **17** | **0** |

# Innisfail WNP

## Actions program by priority

### Legend

- Primary destination
- 1km buffer
- 2.5km buffer
- Rail network
- Local roads
- Major roads

Innisfail Action Program Priority

- 1 - highest priority
- 2
- 3
- 4
- 5 - lowest priority
- 1 - highest priority
- 2
- 3
- 4
- 5 - lowest priority

0 0.6 1.2 1.8 km

Map Scale (A3) - 1:15,519

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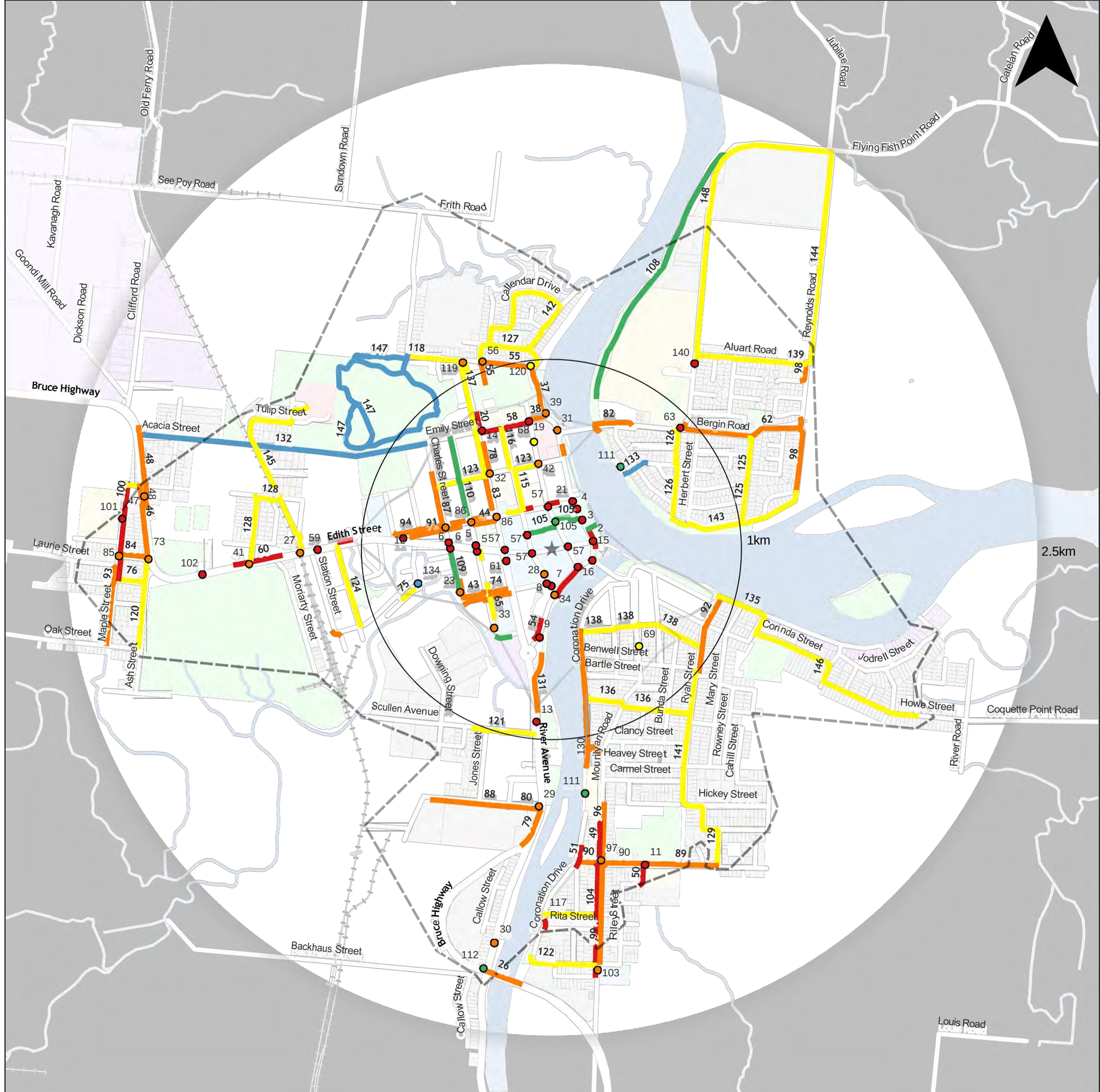
|---|---|
| Version | 4 |
| Status | Draft |





# Innisfail WNP

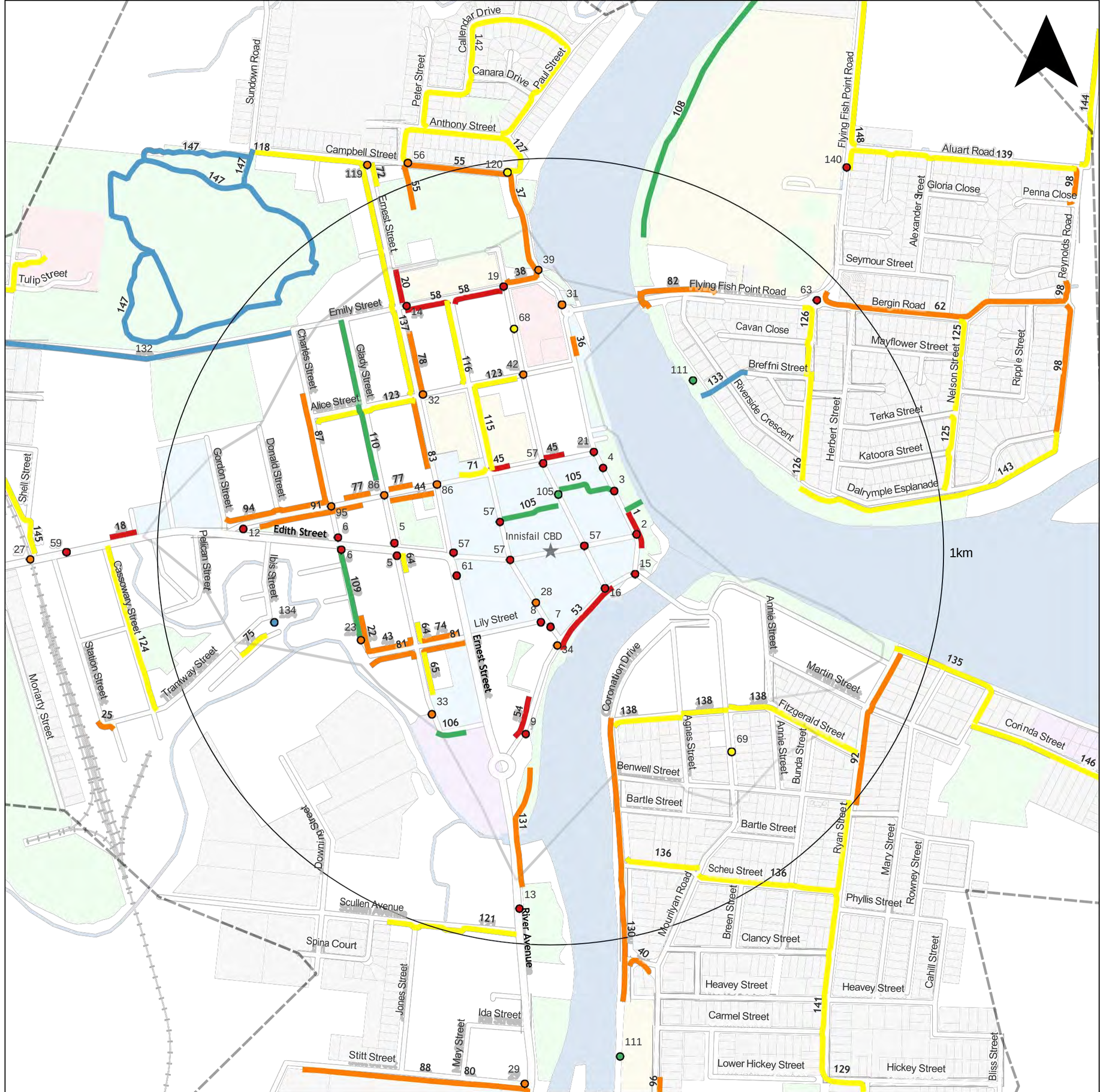
## Actions program by priority

### Legend

- Primary destination
- 1km buffer
- 2.5km buffer
- Rail network
- Local roads
- Major roads

Innisfail Action Program Priority

- 1 - highest priority
- 2
- 3
- 4
- 5 - lowest priority
- 1 - highest priority
- 2
- 3
- 4
- 5 - lowest priority




0 0.3 0.6 0.9 km

Map Scale (A3) - 1:7,500

zwart transport planning

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|---|---|
| Version | 4 |
| Status | Draft |

# Innisfail WNP

## Actions program by priority

### Legend

- Primary destination
- 1km buffer
- 2.5km buffer
- Rail network
- Local roads
- Major roads

Innisfail Action Program Priority

- 1 - highest priority
- 2
- 3
- 4
- 5 - lowest priority
- 1 - highest priority
- 2
- 3
- 4
- 5 - lowest priority

0 0.3 0.6 0.9 km

Map Scale (A3) - 1:7,500

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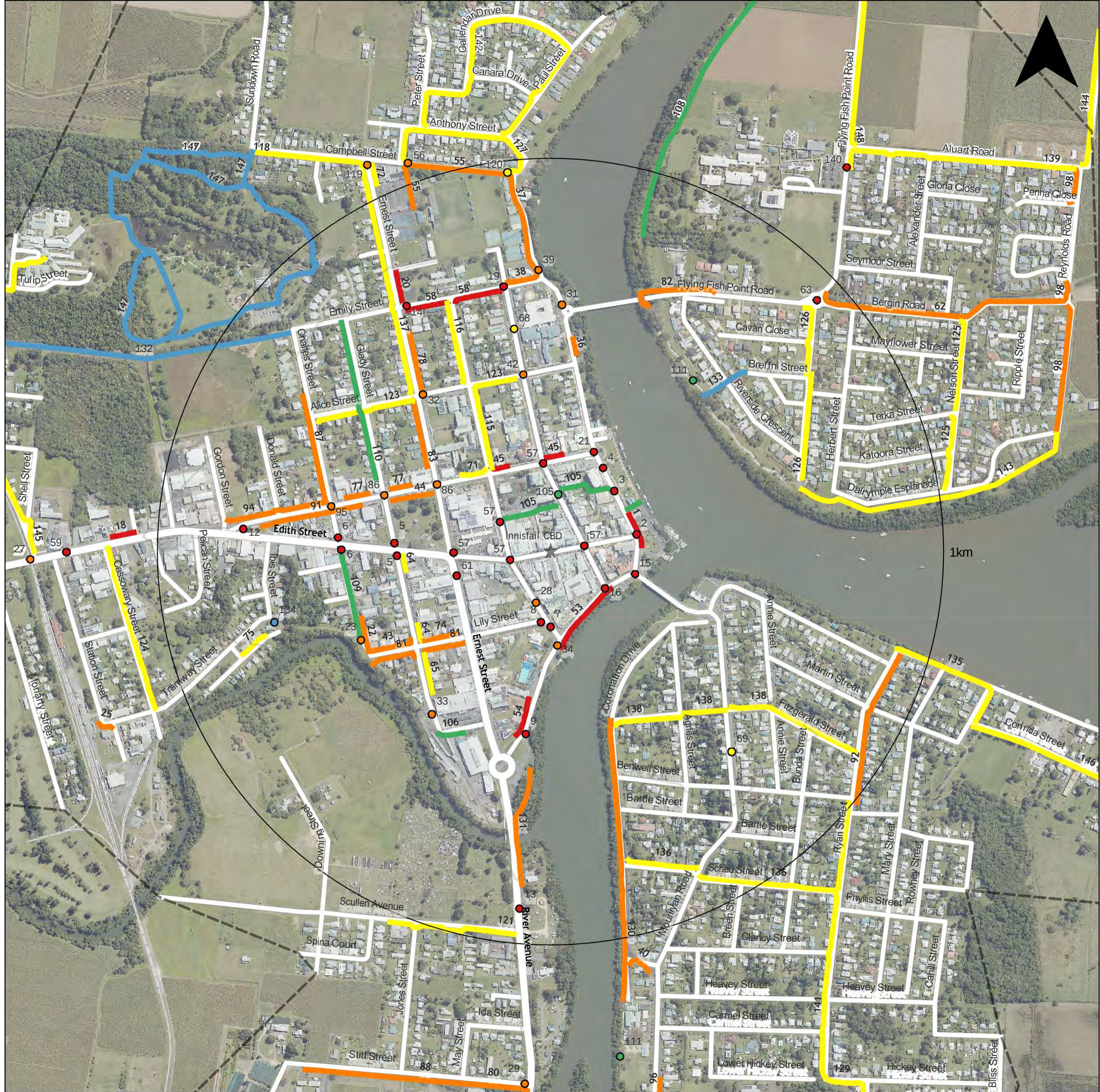
|---|---|
| Version | 4 |
| Status | Draft |





# Innisfail WNP

## Actions program by staging

### Legend

- Primary destination
- 1km buffer
- 2.5km buffer
- Rail network
- Local roads
- Major roads

Innisfail Action Program Staging

- Stage 1: 1-5 years
- Stage 2: 5-15 years
- Stage 3: 15-30 years
- Stage 4: 30-50 years
- Stage 5: 50+ years

- Stage 1: 1-5 years
- Stage 2: 5-15 years
- Stage 3: 15-30 years
- Stage 4: 30-50 years
- Stage 5: 50+ years

0 0.6 1.2 1.8 km

Map Scale (A3) - 1:15,519

zwart transport planning

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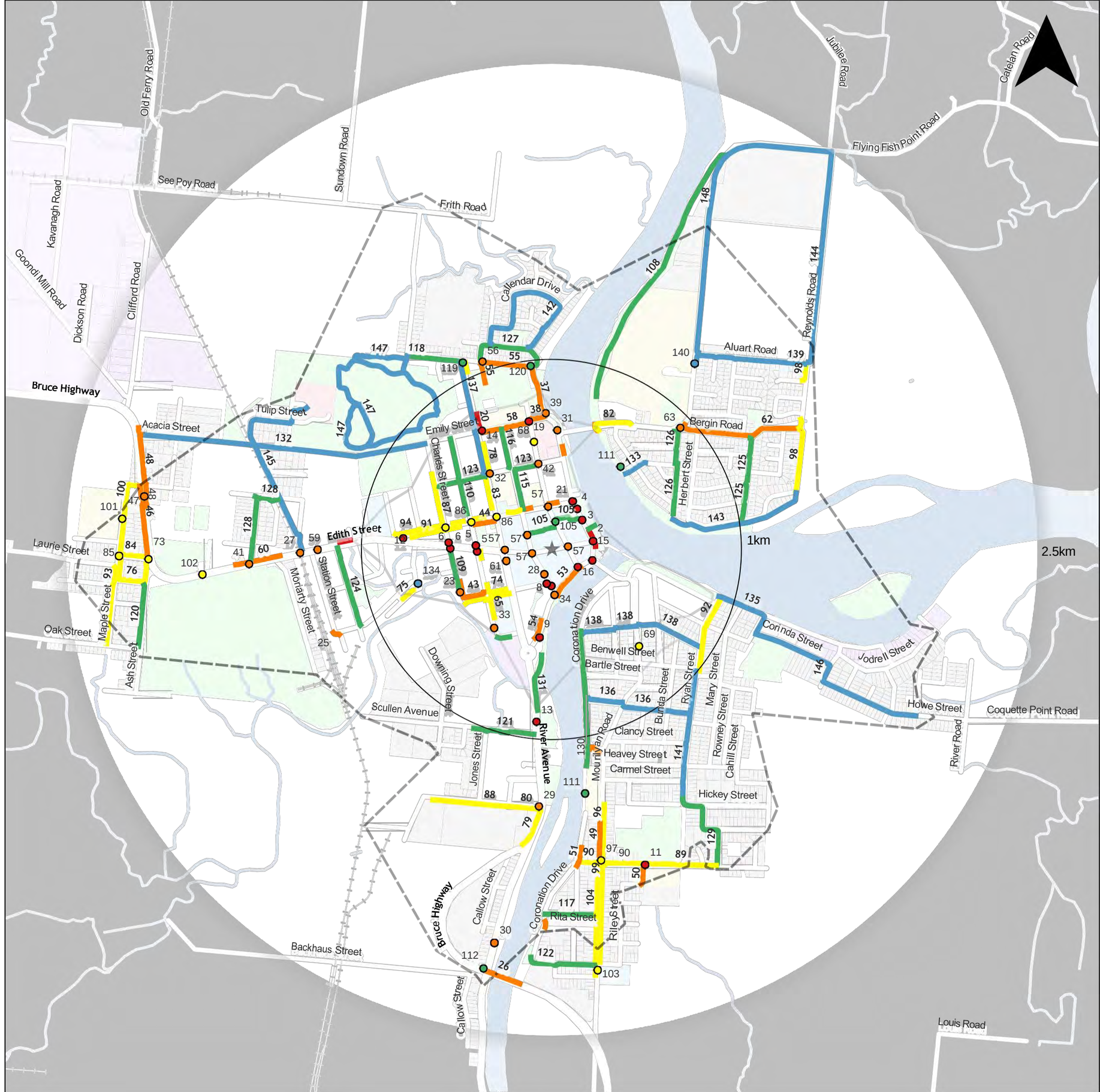
|---|---|
| Version | 4 |
| Status | Draft |





# Innisfail WNP

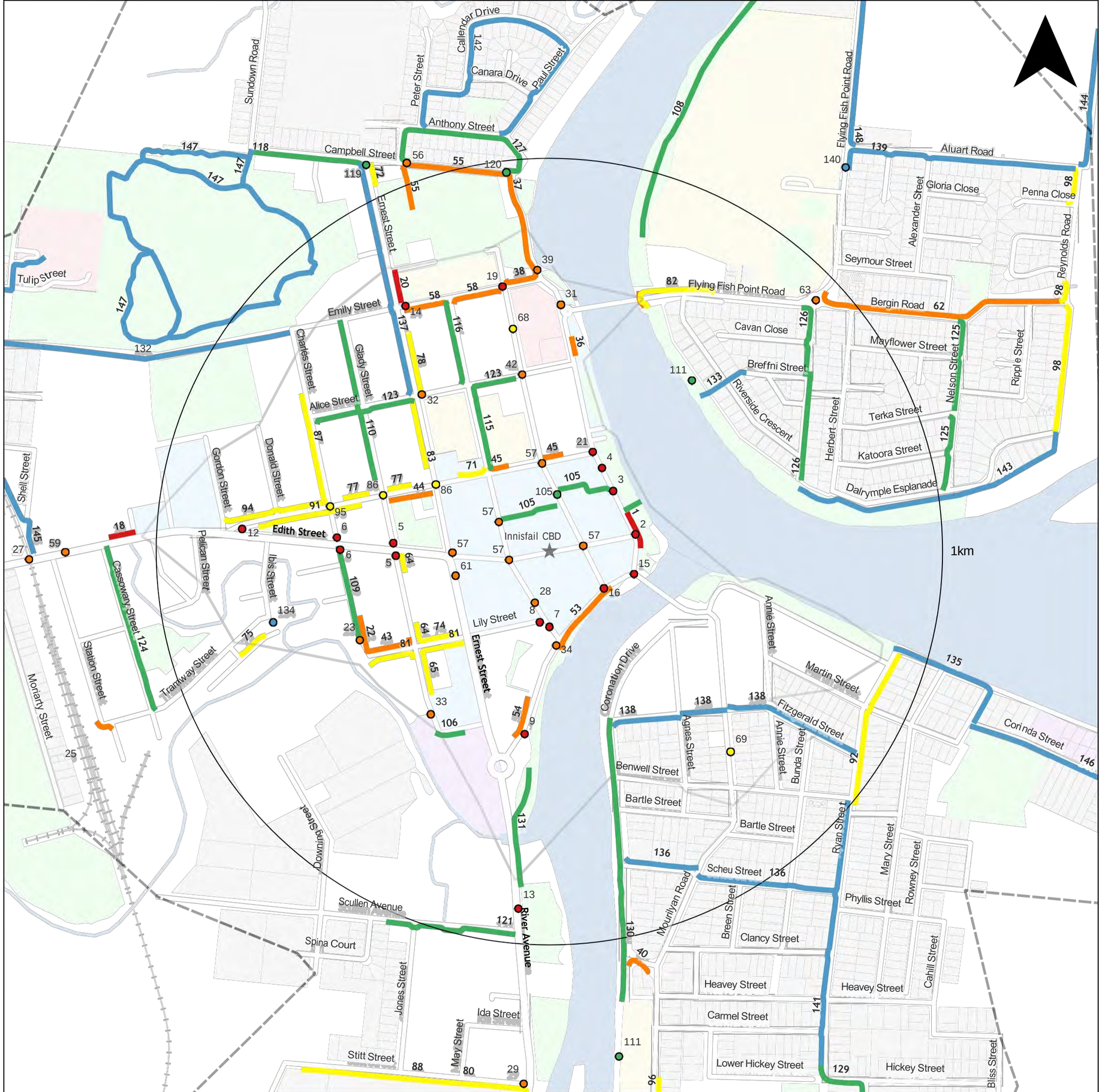
## Actions program by staging

### Legend

- Primary destination
- 1km buffer
- 2.5km buffer
- Rail network
- Local roads
- Major roads

Innisfail Action Program Staging

- Stage 1: 1-5 years
- Stage 2: 5-15 years
- Stage 3: 15-30 years
- Stage 4: 30-50 years
- Stage 5: 50+ years
- Stage 1: 1-5 years
- Stage 2: 5-15 years
- Stage 3: 15-30 years
- Stage 4: 30-50 years
- Stage 5: 50+ years




0 0.3 0.6 0.9 km

Map Scale (A3) - 1:7,500

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|---|---|
| Version | 4 |
| Status | Draft |

# Innisfail WNP

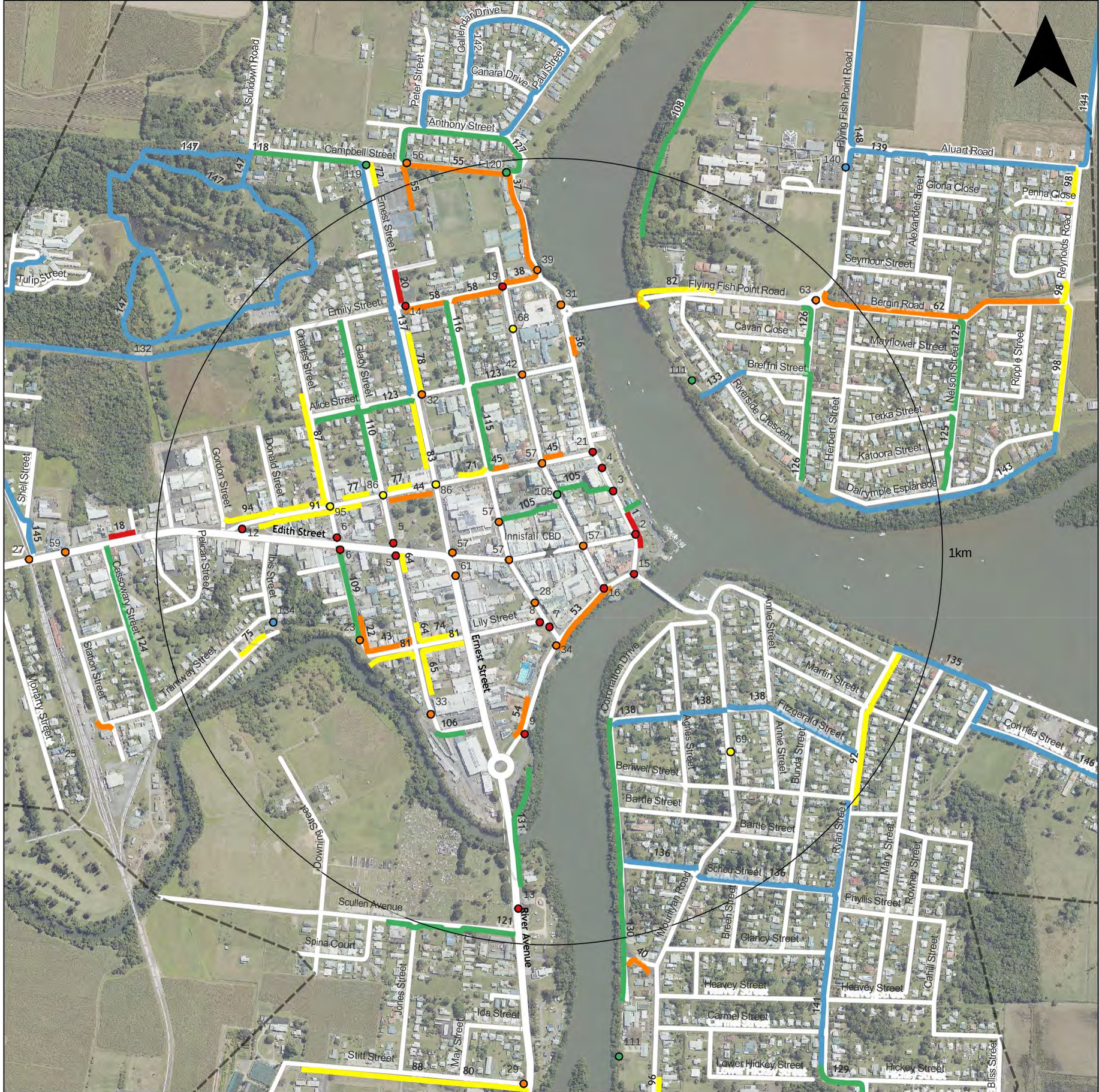
## Actions program by staging

### Legend

- Primary destination
- 1km buffer
- 2.5km buffer
- Rail network
- Local roads
- Major roads

Innisfail Action Program Staging

- Stage 1: 1-5 years
- Stage 2: 5-15 years
- Stage 3: 15-30 years
- Stage 4: 30-50 years
- Stage 5: 50+ years
- Stage 1: 1-5 years
- Stage 2: 5-15 years
- Stage 3: 15-30 years
- Stage 4: 30-50 years
- Stage 5: 50+ years




0 0.3 0.6 0.9 km

Map Scale (A3) - 1:7,500

zwart transport planning

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|---|---|
| Version | 4 |
| Status | Draft |

# Innisfail WNP

## Actions program by type

### Legend

- Primary destination
- 1km buffer
- 2.5km buffer
- Rail network
- Local roads
- Major roads

Innisfail Actions Program

- Crossing improvements
- Crossing provision
- Investigation
- Supporting facilities
- Footpath provision
- Footpath widening/improvement
- Shared path
- Shared space
- Investigation
- Supporting facilities
- LQC alternative

0 0.6 1.2 1.8 km

Map Scale (A3) - 1:15,519

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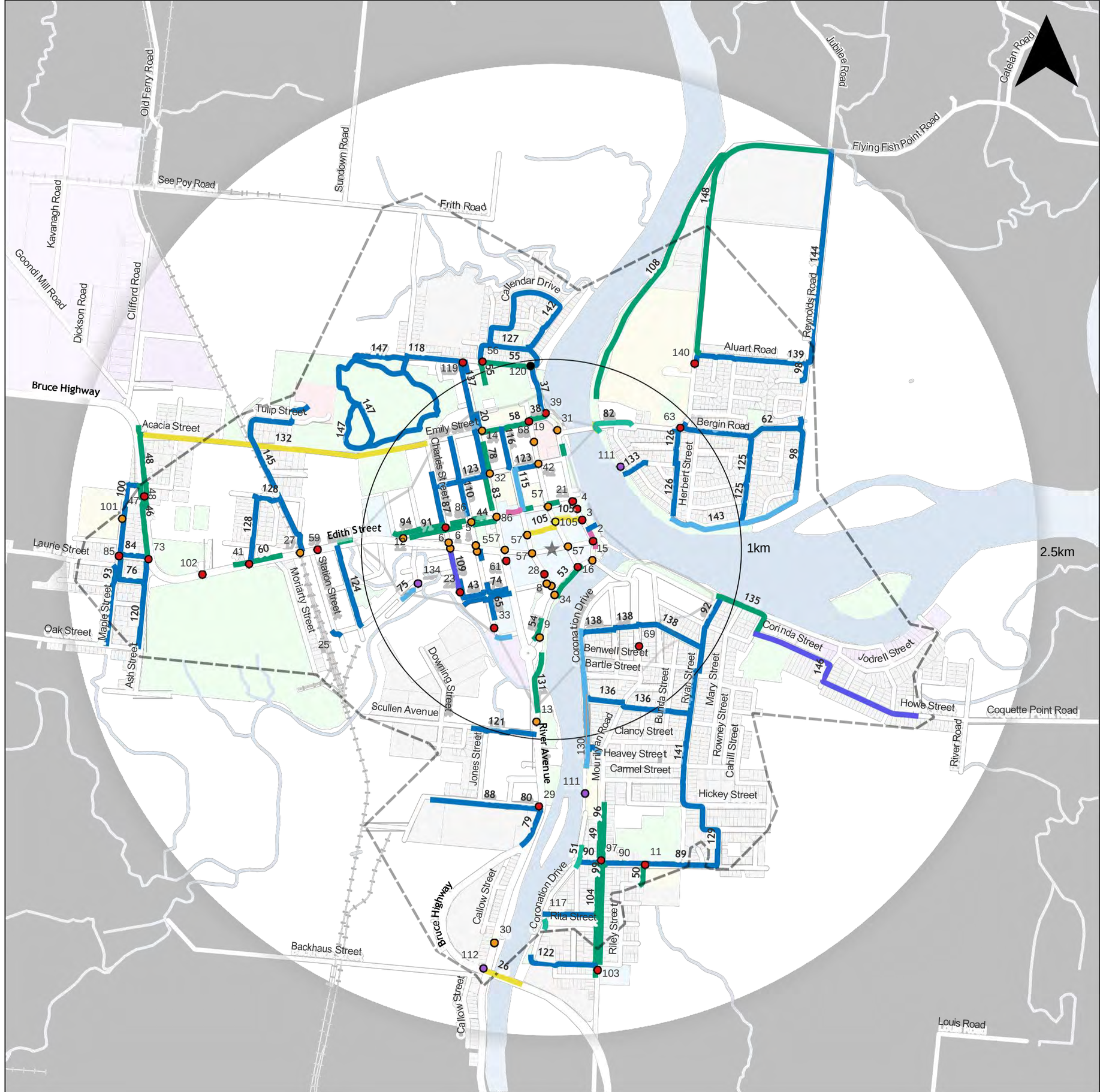
|---|---|
| Version | 4 |
| Status | Draft |





# Innisfail WNP

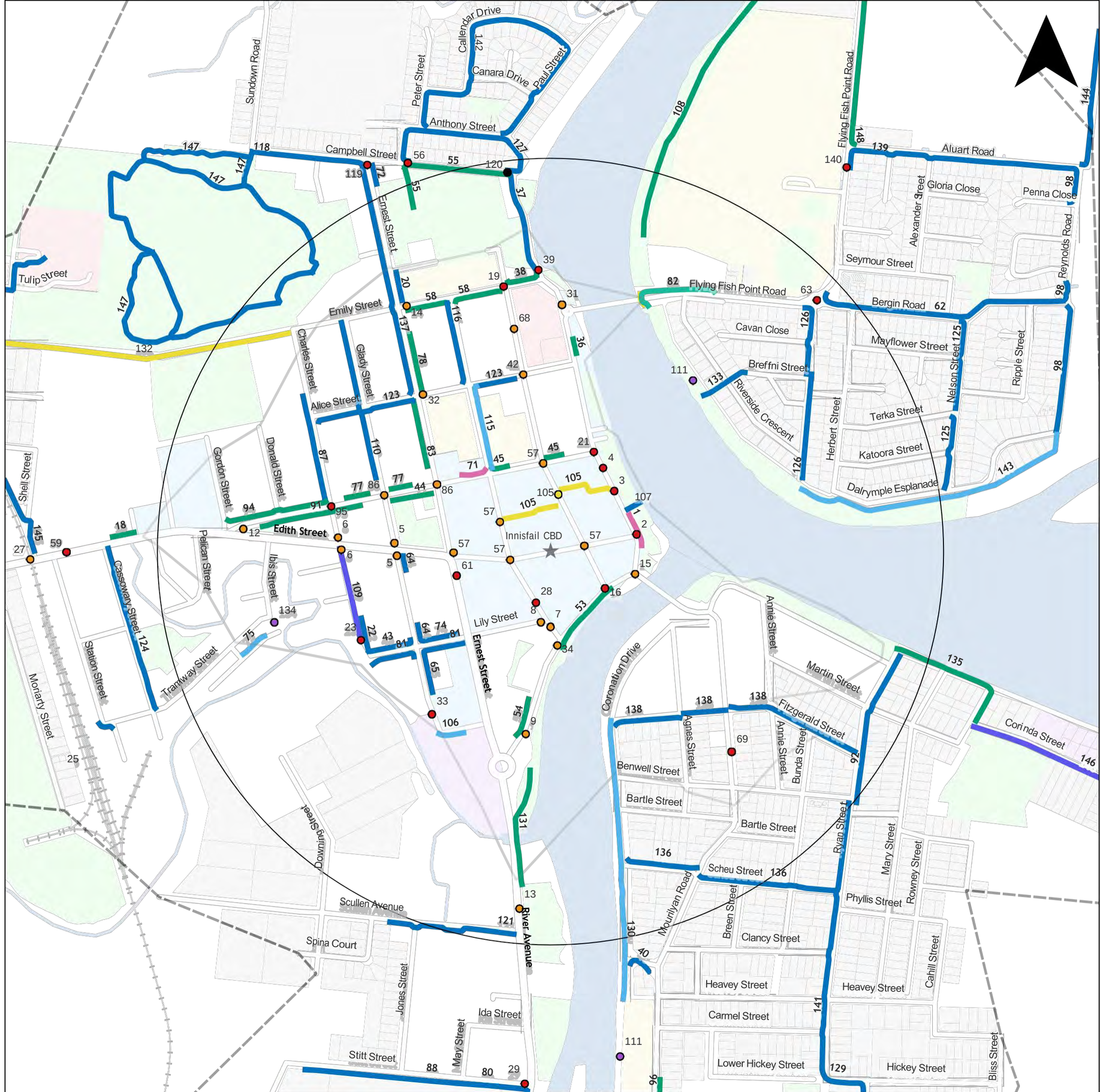
## Actions program by type

### Legend

- Primary destination
- 1km buffer
- 2.5km buffer
- Rail network
- Local roads
- Major roads

Innisfail Actions Program

- Crossing improvements
- Crossing provision
- Investigation
- Supporting facilities
- Footpath provision
- Footpath widening/improvement
- Shared path
- Shared space
- Investigation
- Supporting facilities
- LQC alternative




0 0.3 0.6 0.9 km

Map Scale (A3) - 1:7,500

zwart transport planning

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|---|---|
| Version | 4 |
| Status | Draft |

# Innisfail WNP

## Actions program by type

### Legend

- Primary destination
- 1km buffer
- 2.5km buffer
- Rail network
- Local roads
- Major roads

Innisfail Actions Program

- Crossing improvements
- Crossing provision
- Investigation
- Supporting facilities
- Footpath provision
- Footpath widening/improvement
- Shared path
- Shared space
- Investigation
- Supporting facilities
- LQC alternative


0 0.3 0.6 0.9 km

Map Scale (A3) - 1:7,500

zwart transport planning

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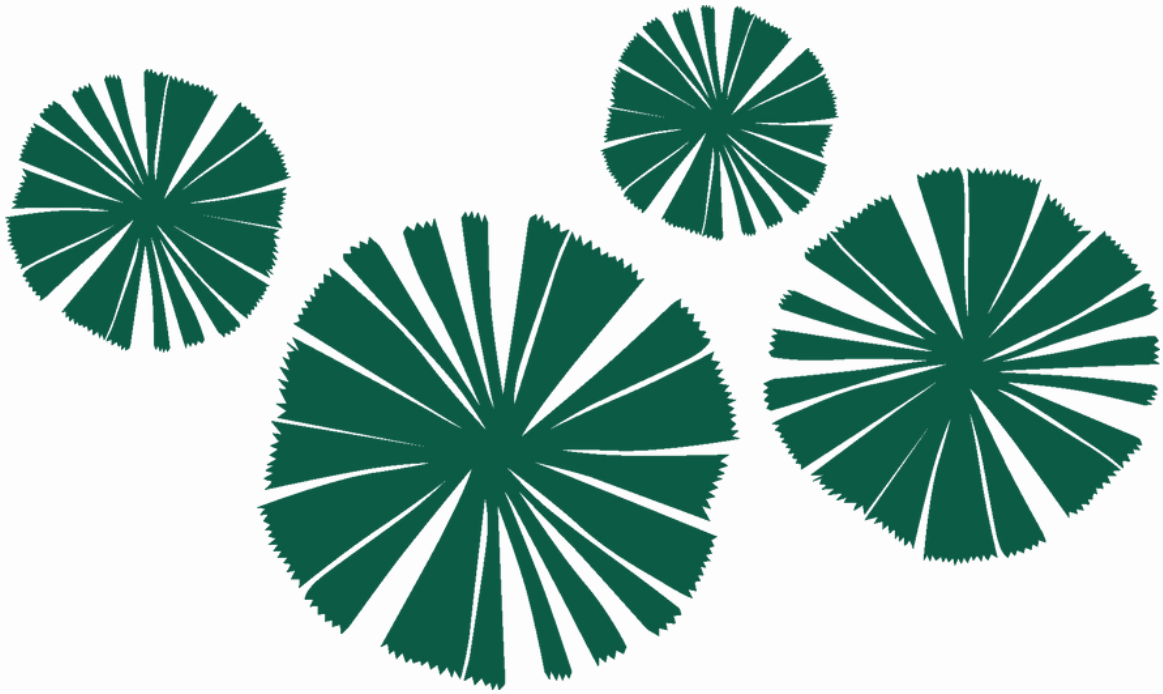
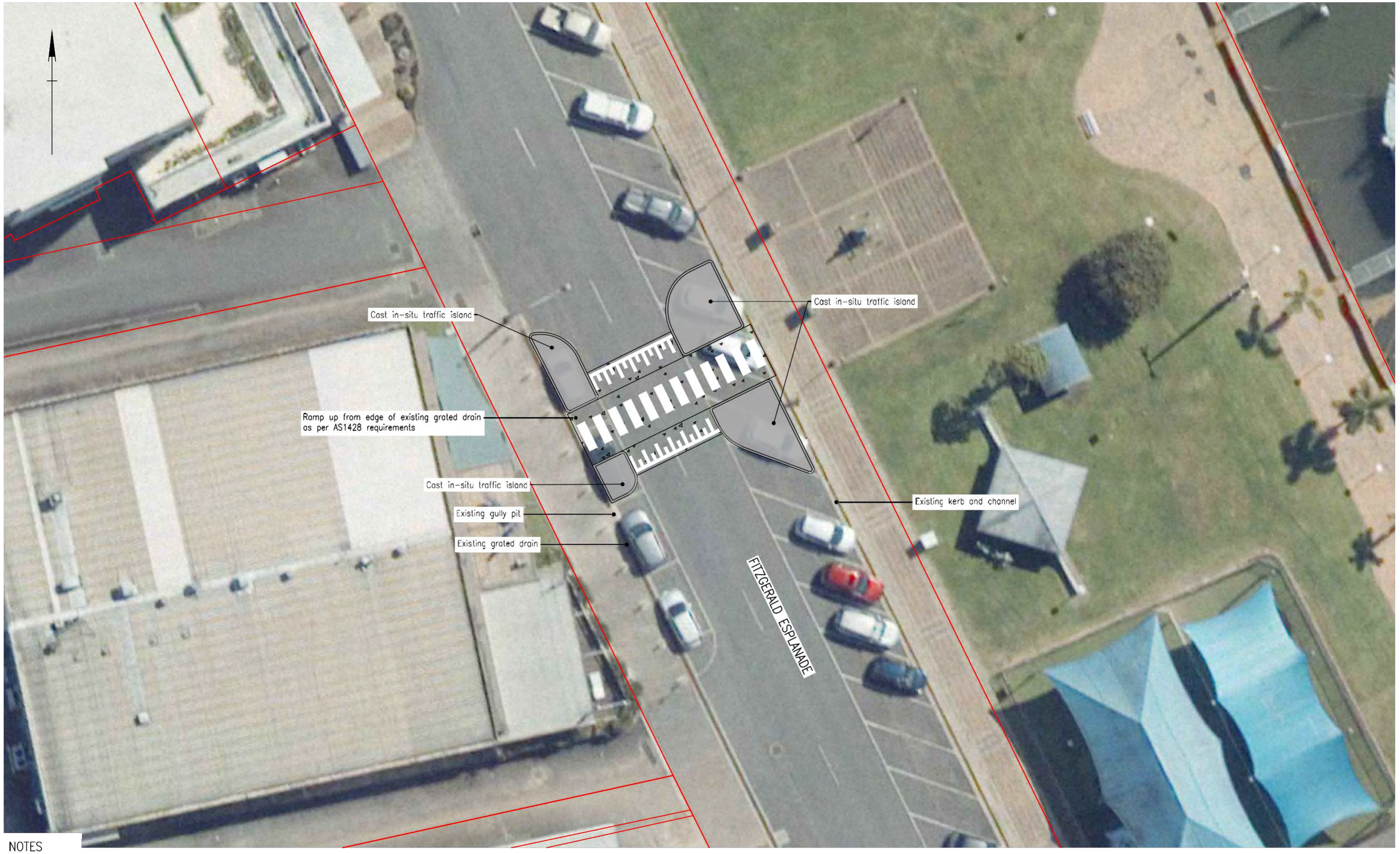
|---|---|
| Version | 4 |
| Status | Draft |

# Appendix E: Concept Designs






NOTES

1. Wombat crossing in accordance with MBRC Standard Drawing Number TM-3010
2. Wombat crossing to be lit in accordance with AS1158
3. Sight distance assessment to be completed in future design phase to determine extent of parking removal
4. Drainage assessment to be completed in future design phase
5. Speed limit review to be completed during future design phase

ProjexPartners
PROJECT MANAGEMENT | ENGINEERING | PLANNING
Ph: 1300 789 214 www.projexpartners.com.au

CLIENT
Cassowary Coast REGIONAL COUNCIL

| Rev. | Description | Date | Drawn | Design | Check | RPEQ No. & Initial |
|---|---|---|---|---|---|---|
| 2 | REVISED CONCEPT SKETCH | 06/09/24 | CRB | | | |
| 1 | CONCEPT SKETCH | 01/08/24 | VJM | | | |

ENGINEERING CERTIFICATION (RPEQ)

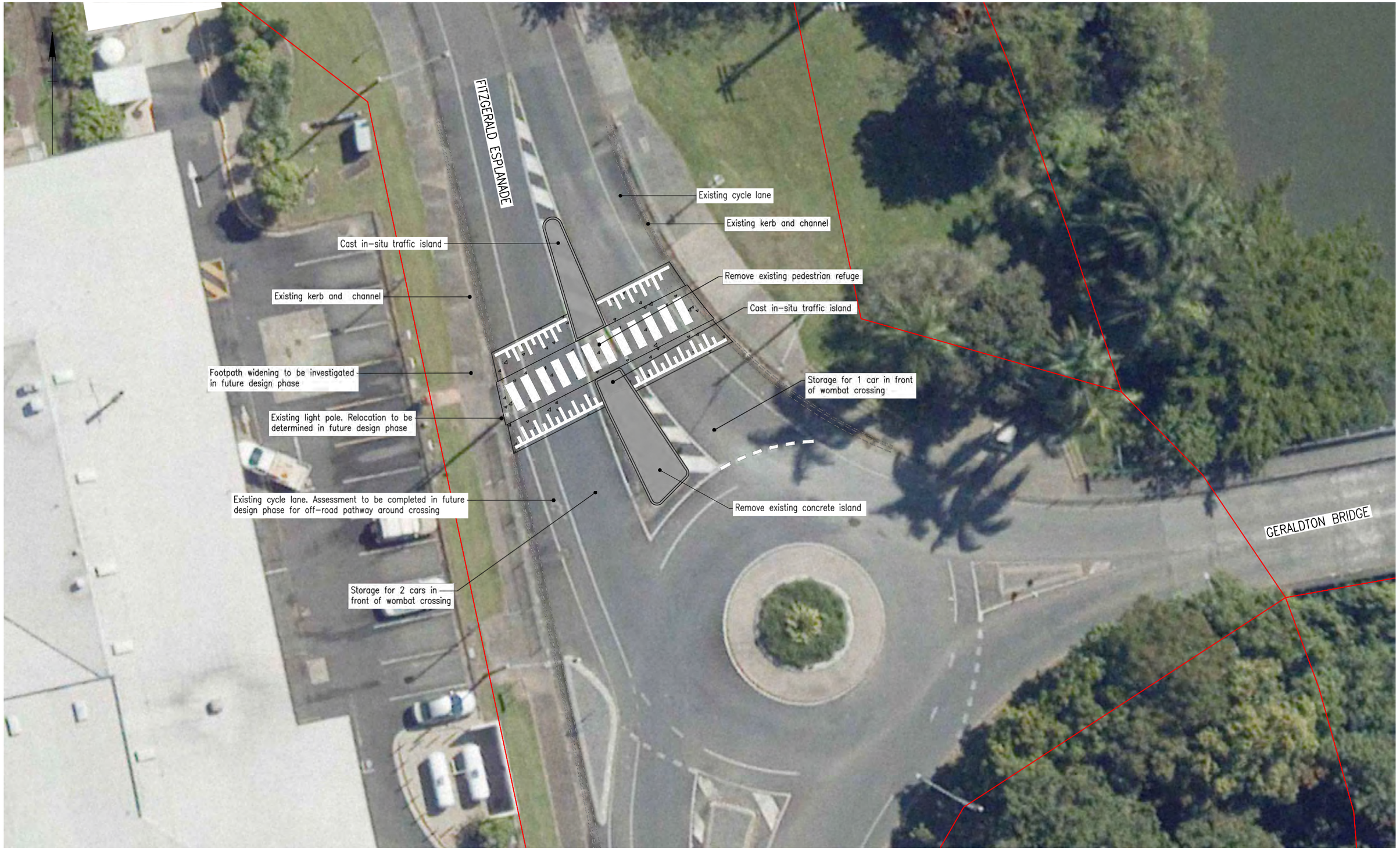
| ENG. AREA | NAME | SIGNATURE | No. | DATE |
|---|---|---|---|---|
| CIVIL | | | | |

CONCEPT

SCALE
1:125 0 2.5 5 A1
1:250 A3

INNISFAIL WNP
CONCEPT OPTION 1
FITZGERALD ESPLANADE
RSL WOMBAT CROSSING

DRAWING NUMBER 710-002-SK-01
NO IN SET 1 OF 8
REVISION 2




NOTES
1. Wombat crossing in accordance with MBRC Standard Drawing Number TM-3010
2. Wombat crossing to be lit in accordance with AS1158
3. Sight distance assessment to be completed in future design phase
4. Drainage assessment to be completed in future design phase

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CLIENT
Cassowary Coast REGIONAL COUNCIL

| Rev. | Description | Date | Drawn | Design | Check | RPEQ No. & Initial |
|---|---|---|---|---|---|---|
| 2 | REVISED CONCEPT SKETCH | 06/09/24 | CRB | | | |
| 1 | CONCEPT SKETCH | 01/08/24 | VJM | | | |

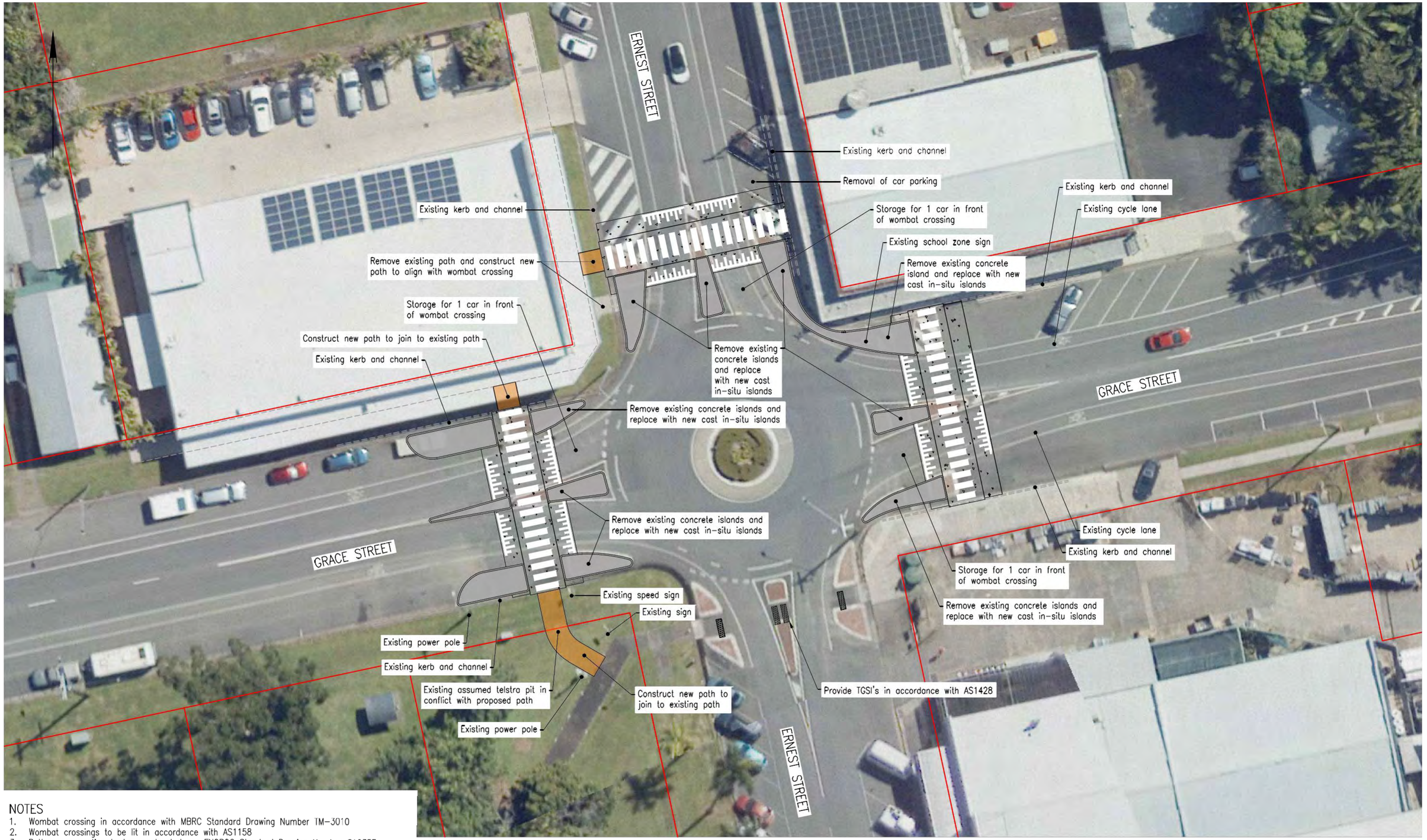
ENGINEERING CERTIFICATION (RPEQ)

| ENG. AREA | NAME | SIGNATURE | No. | DATE |
|---|---|---|---|---|
| CIVIL | | CONCEPT | | |

SCALE
1:125 0 2.5 5 A1
1:250 A3

INNISFAIL WNP
CONCEPT OPTION 2
FITZGERALD ESPLANADE/FLYING FISH POINT ROUNDABOUT

DRAWING NUMBER 710-002-SK-02 | No IN SET 2 OF 8 | REVISION 2




NOTES

1. Wombat crossing in accordance with MBRC Standard Drawing Number TM-3010
2. Wombat crossings to be lit in accordance with AS1158
3. Pathway connection to be constructed per FNQROC Standard Drawing Number S1035E
4. Lighting assessment to be completed in future design phase
5. Sight distance assessment to be completed in future design phase
6. Drainage assessment to be completed in future design phase
7. Speed limit review to be completed in future design phase
8. Separated cycle lane to be provide at roundabout in accordance with TMR Road Planning and Design Manual Supplement to Austroads Guide to Road Design Part 4B: Roundabouts, Figure 5.1.1 (b)

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|---|---|---|---|---|---|---|
| 2 | REVISED CONCEPT SKETCH | 06/09/24 | CRB | | | |
| 1 | CONCEPT SKETCH | 01/08/24 | VJM | | | |

ENGINEERING CERTIFICATION (RPEQ)

| ENG. AREA | NAME | SIGNATURE | No. | DATE |
|---|---|---|---|---|
| CIVIL | | CONCEPT | | |

SCALE
1:200 0 2 4 6 8 A1
1:400 A3

INNISFAIL WNP
CONCEPT OPTION 3
GRACE STREET/ERNEST STREET

DRAWING NUMBER 710-002-SK-03
No IN SET 3 OF 8
REVISION 2



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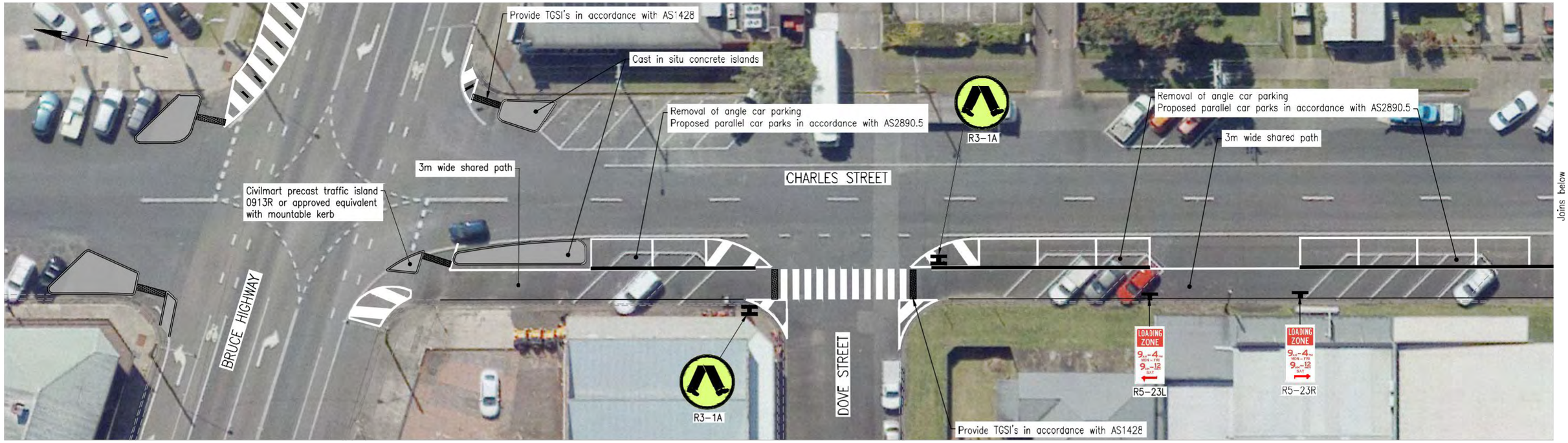


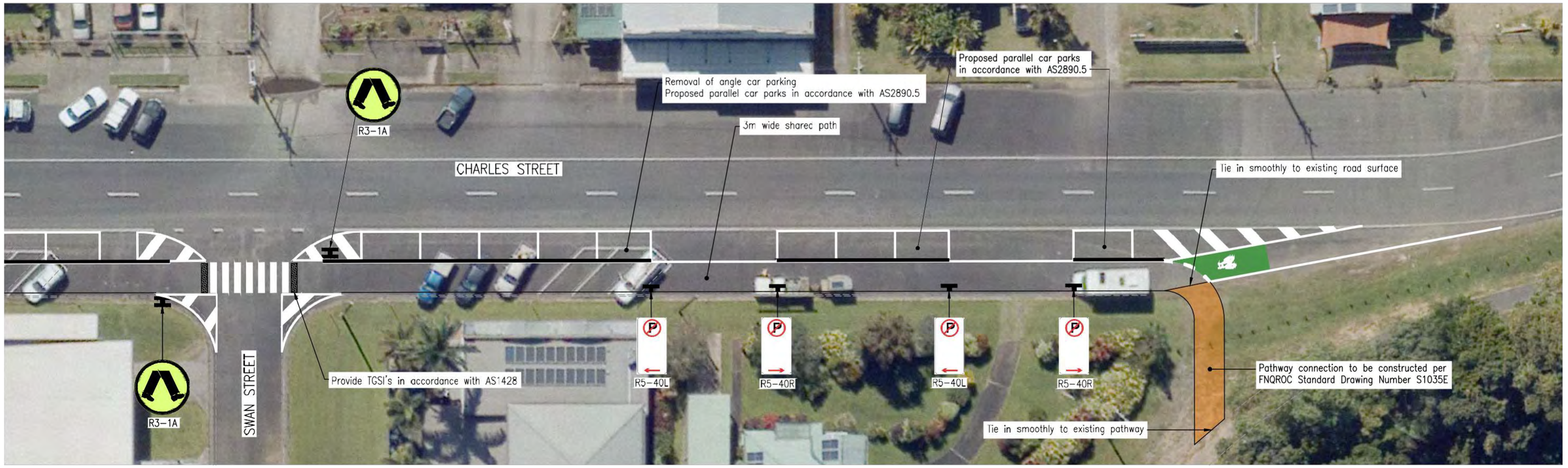


NOTES

1. Pedestrian crossings on side streets to be assessed during future design phase
2. Saferoads Separation Kerb or approved equivalent to be utilised to separate pathway from parking and road lanes. Provide 500mm gap between islands for drainage.
3. Lighting assessment to be completed in future design phase
4. Sight distance assessment to be completed in future design phase
5. Drainage assessment to be completed in future design phase
6. Suitable driveway treatment to be provided in future design phase

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| 2 | REVISED CONCEPT SKETCH | 06/09/24 | CRB | | | |
| 1 | CONCEPT SKETCH | 01/08/24 | VJM | | | |

ENGINEERING CERTIFICATION (RPEQ)

| ENG. AREA | NAME | SIGNATURE | No. | DATE |
|---|---|---|---|---|
| CIVIL | | CONCEPT | | |

SCALE
1:200 0 2 4 6 8 A1
1:400 A3

INNISFAIL WNP
CONCEPT OPTION 4
CHARLES STREET
ON ROAD PATHWAY

DRAWING NUMBER 710-002-SK-04
NO IN SET 4 OF 8
REVISION 2



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NOTES
1. Review intersection linemarking in future design phase

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|---|---|---|---|---|---|---|
| 2 | REVISED CONCEPT SKETCH | 06/09/24 | CRB | | | |
| 1 | CONCEPT SKETCH | 01/08/24 | VJM | | | |

ENGINEERING CERTIFICATION (RPEQ)

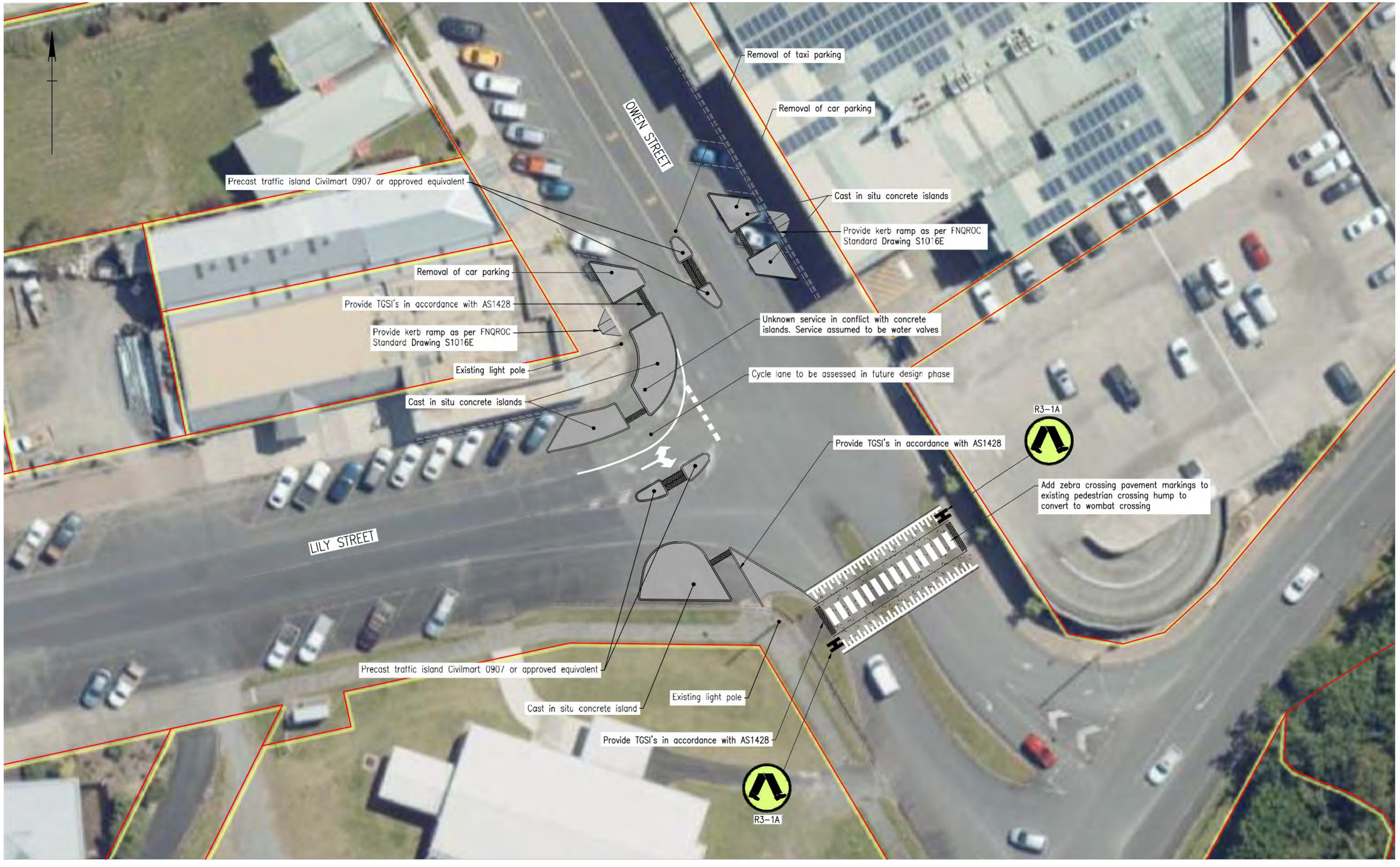
| ENG. AREA | NAME | SIGNATURE | No. | DATE |
|---|---|---|---|---|
| CIVIL | | | | |

CONCEPT

SCALE
1:200 0 2 4 6 8 A1
1:400 A3

INNISFAIL WNP
CONCEPT OPTION 5
OWEN STREET/EDITH STREET INTERSECTION

DRAWING NUMBER 710-002-SK-05
No IN SET 5 OF 8
REVISION 2




NOTES
1. Lighting assessment to be completed in future design phase
2. Sight distance assessment to be completed in future design phase
3. Drainage assessment to be completed in future design phase

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|---|---|---|---|---|---|---|
| 2 | REVISED CONCEPT SKETCH | 06/09/24 | CRB | | | |
| 1 | CONCEPT SKETCH | 01/08/24 | VJM | | | |

ENGINEERING CERTIFICATION (RPEQ)

| ENG. AREA | NAME | SIGNATURE | No. | DATE |
|---|---|---|---|---|
| CIVIL | | CONCEPT | | |

SCALE
1:200 0 2 4 6 8 A1
1:400 A3

INNISFAIL WNP
CONCEPT OPTION 6
LILY STREET/OWEN STREET INTERSECTION

DRAWING NUMBER 710-002-SK-06 | No IN SET 6 OF 8 | REVISION 2



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NOTES
1. Drainage assessment to be completed in future design phase
2. Wombat crossing to be designed as per MBRC Standard Drawing TM-3010

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|---|---|---|---|---|---|---|
| 2 | REVISED CONCEPT SKETCH | 06/09/24 | CRB | | | |
| 1 | CONCEPT SKETCH | 01/08/24 | VJM | | | |

ENGINEERING CERTIFICATION (RPEQ)

| ENG. AREA | NAME | SIGNATURE | No. | DATE |
|---|---|---|---|---|
| CIVIL | | | | |

CONCEPT

SCALE
1:500 0 5 10 20 A1
1:1000 A3

INNISFAIL WNP
CONCEPT OPTION 7
FITZGERALD ESPLANADE
EMILY STREET TO CAMPBELL STREET

DRAWING NUMBER 710-002-SK-07
No IN SET 7 OF 8
REVISION 2



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NOTES
1. Lighting assessment to be completed in future design phase
2. Sight distance assessment to be completed in future design phase

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| 2 | REVISED CONCEPT SKETCH | 06/09/24 | CRB | | | |
| 1 | CONCEPT SKETCH | 01/08/24 | VJM | | | |

ENGINEERING CERTIFICATION (RPEQ)

| ENG. AREA | NAME | SIGNATURE | No. | DATE |
|---|---|---|---|---|
| CIVIL | CONCEPT | | | |

SCALE
1:200 0 2 4 6 8 A1
1:400 A3

INNISFAIL WNP
CONCEPT OPTION 8
BRUCE HIGHWAY
GLADY STREET AND CHARLES STREET INTERSECTION

DRAWING NUMBER 710-002-SK-08
No IN SET 8 OF 8
REVISION 2



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