



Longreach Regional Council

# WALKING NETWORK PLAN

2024



**Longreach  
Regional Council**  
Ilfracombe Isisford Longreach Yaraka



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Attachment: Community Survey Results

## Acknowledgement of Traditional Owners

Council acknowledges the Traditional Owners of the land, the Iningai, Malintji and Kuunkari people, on which we operate; and pays respect to Elders past, present and emerging.



This project was proudly completed by CPR Group in conjunction with Longreach Regional Council, 2024

[www.cprgroup.com.au](http://www.cprgroup.com.au)

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# 1. Executive Summary

Longreach Regional Council has developed the Longreach Regional Council Walking Network Plan 2024 (WNP) to make it easier, safer, and more comfortable for locals and visitors to explore Longreach's services, attractions and outback scenery on foot, enhancing their health and wellbeing. The development of the WNP is proudly funded in part (50%) by the Queensland Government's Walking Local Government Grants Program and 50% by Longreach Regional Council.

Walking, as a form of active transport, provides a wide array of health, environmental, economic and social benefits—including improving liveability and connection. In Queensland, walking emerges as the most prevalent form of physical activity, offering a cost-effective and easily accessible means for people to engage in physical activity. This plan aims to encourage more people to engage in walking activities in and around Longreach.

To ensure the plan is responsive to community needs, thorough stakeholder engagement explored the barriers and opportunities, informed the primary and secondary routes, and contributed to the priority projects identified in this plan.

The top three opportunities to help the community walk more around Longreach, as identified in the survey was:

- » Building footpaths where they are missing
- » Fixing footpaths that are not in good condition (removing trip hazards etc.)
- » More or better lighting

Longreach has an active walking community, indicated by its popular parkrun each Saturday reaching 30 to 70 runners and walkers. The community highly praised the active recreational walkways in Longreach, including the Botanical Walkway and Old Thomson River Road. There is an opportunity to improve the connection between these two popular walkways with additional footpaths and a crossing along the Landsborough Highway. An estimated total of 8.7km of new footpaths has been identified in the plan, including a footpath along Duck Street and Wompoo Road to connect to the childcare centre. An early success of the WNP has been the development of a footpath on Duck Street from Crane Street to the childcare centre.

Longreach's climate, with maximum temperatures regularly exceeding 35 degrees over summer, leads to the majority of locals choosing to walk in the early morning or evenings. So, while shade is an important element in improving the comfortability of walking, sufficient lighting was a higher priority for the community—this was particularly evident for the Botanical Walkway.

The footpath conditions were reviewed in a walking audit, with works further identified through consultation. The Priority Works Program (PWP) details existing footpaths requiring maintenance and suggested lighting improvements.

This plan outlines various projects that, upon implementation, will enhance the availability of walking opportunities and significantly improve pedestrian safety, thereby transforming the overall walking experience in Longreach.



## 2. Introduction

### 2.1 Background

Longreach Regional Council has recognised the imperative to enhance walking infrastructure in Longreach, prompting a proactive approach to secure funding through the Department of Transport and Main Roads (TMR).

The WNP is funded by the Department of Transport and Main Roads under the Walking Local Government Grants. The funding enables local governments to produce a WNP as the first step to creating better places to walk.

The objective is to create a comprehensive WNP and Priority Works Program (PWP). The formulation of the WNP and PWP aims to systematically identify and prioritise improvements in walking infrastructure within Longreach. This strategic effort empowers the Council to make significant strides towards its overarching goal of enhancing walking and active recreation opportunities for the local community.

The development of the WNP and PWP aligns seamlessly with various strategies outlined in the Council's and Queensland Government's plans and strategies, thereby demonstrating a cohesive and integrated approach to addressing the community's evolving needs and aspirations.

#### **Longreach Regional Council Corporate Plan, 2024–2028**

- » Contributing to Council's vision, "Connecting Council and Community"
- » Supporting Council's mission, "Delivering excellent service"
- » Helping to achieve the following Corporate Plan Outcomes:
  - Community: 1.1 Council infrastructure and services support liveability and community amenity
  - Services: 3.2 Sustainable infrastructure and services that represent value for money, are environmentally responsible, and are responsive to community needs.
  - Including Council's commitment to 'Develop, adopt and implement an active transport network strategy.'

#### **Longreach Regional Planning Scheme**

Facilitating the strategic aspirations for the Longreach Community to maintain and enhance "a good quality life, based on our safe, relaxed and outdoor lifestyle, which provides for and connects everyone in the community".

#### **Queensland Walking Strategy 2019–2029**

The Queensland State Government advocates for ensuring that every Queenslanders has the opportunity to walk for transportation, health and recreation. The belief is that a higher number of people will choose walking when everyday destinations are seamlessly connected through comfortable, direct, safe and accessible routes. In pursuit of this objective, the State Government has formulated Queensland's first walking strategy, known as the Queensland Walking Strategy 2019–2029, featuring four priority areas:

- » Planning for walkable communities and places
- » Building connected, comfortable and safe walking environments for all
- » Encouraging more people to walk as part of their 'everyday'
- » Working together to deliver for walking

#### **Action Plan for Walking 2022–2024**

The Action Plan for Walking 2022–2024 aims to enhance walkability and promote walking in Queensland. It builds on the previous plan's achievements, focusing on practical actions to create walkable communities. The plan includes initiatives to improve walking infrastructure, safety, and accessibility, encouraging more people to walk daily. It also emphasises collaboration across different sectors to support walking as a sustainable and healthy mode of transport. The plan is part of the broader Queensland Walking Strategy 2019–2029.

### **Walkability Improvement Tool**

The Walkability Improvement Tool is designed to assist urban planners and communities in evaluating and enhancing the walkability of neighbourhoods. It provides a structured approach to assess existing conditions and identify areas for improvement in pedestrian infrastructure, safety, and accessibility. The tool includes guidelines for data collection, analysis, and the development of action plans to create more walkable environments. By using this tool, communities can foster healthier, more sustainable, and connected urban areas.

The design of the WNP shall also complement and function alongside the Central West Network Maps within the Central Queensland Principal Cycle Network Plan and other relevant guidelines, policies and strategies of Longreach Regional Council and the region such as the Longreach Regional Council Park and Streetscape Infrastructure Manual, Longreach-Winton Sub-Region Tourism Activation Plan, Queensland's Outback, Gulf and Western Downs Tourism Opportunity Plan and Longreach Regional Council Planning Scheme.

The recommended works shall also be in line with the Disability Discrimination Act (DDA), relevant Australian Standards and the Department of Transport and Main Roads Road planning and design manual (2nd edition).



## 2.2 Purpose

As per the Department of Transport and Main Roads website:

*“More people will walk when everyday destinations are connected by comfortable, direct, safe and accessible routes. Walking network plans (WNPs) are the first step to creating better places to walk.*

*The Queensland Government is committed to achieving the Queensland Walking Strategy 2019–2029 vision of walking becoming ‘an easy choice for everyone, every day’. When we talk about walking, we also include running and moving with the help of a mobility device (such as a wheelchair, mobility cane or a walking frame).”<sup>1</sup>*

In accordance with the Department of Transport and Main Roads guidelines, the WNP shall be:

- » Accessible
- » Connected
- » Legible
- » Comfortable
- » Convenient
- » Pleasant
- » Safe
- » Secure
- » Universal

Longreach Regional Council’s objectives for walking and active recreation over the next 10 years in Longreach are as follows:

- » Enhance access to active recreation and walking opportunities
- » Establish a safe, interconnected footpath network suitable for individuals of all ages and abilities
- » Promote walking as a convenient choice, particularly for recreation, tourism, and short transport journeys
- » Develop a footpath network that enhances accessibility for visitors and highlights the natural and historic charm of Longreach
- » Collaborate through partnerships to deliver improved active recreation and walking in a manner that maximises community benefits

The overall vision for the WNP is:

**Making it easier, safer, and more comfortable for locals and visitors to explore Longreach’s services, attractions and outback scenery on foot, enhancing their health and wellbeing.**



Image of artwork outside of Longreach Arts & Crafts Centre Gallery

## 2.3 About Longreach

Longreach is the largest town in Central Queensland and is an important rural service centre and tourist destination.



The top five industries by the number of employees are<sup>2</sup>:

- » Health care and social assistance
- » Agricultural, forestry and fishing
- » Tourism
- » Public administration and safety
- » Education and training

Longreach is a cornerstone of Queensland's Outback Tourism Region. In the year ending March 2022 TEQ (Tourism & Events Queensland) reported there were 868,000 domestic visitors to Outback Queensland.<sup>3</sup>

Longreach has a semi-arid to arid climate with very hot summers and warm, dry winters. The long-term average is 23.9<sup>4</sup>, with a mean max of 31.5° and a mean min of 15.6°.

|               | JAN  | FEB  | MAR  | APR  | MAY  | JUN  | JUL  | AUG  | SEP  | OCT  | NOV  | DEC  | ANNUAL |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| Mean Max (°C) | 37.3 | 36   | 34.8 | 31.6 | 27.1 | 23.9 | 23.7 | 26.2 | 30.4 | 34.1 | 36.3 | 37.6 | 31.5   |
| Mean Min (°C) | 23.4 | 22.6 | 20.7 | 16.6 | 12   | 8.4  | 7.2  | 8.6  | 12.7 | 17.1 | 20.2 | 22.4 | 15.9   |

Table 1: Long-term temperature averages in Longreach (Source: <https://www.weatherzone.com.au/station/SITE/36031/climate>)

In 2030, it is estimated under a high emissions scenario, that the climate of Longreach will be more like the current climate of Winton<sup>5</sup>.

The current population of the Longreach LGA is 3,647 based on the 2021 census. Population declined by-13% between 2011 and 2016, with the decline slowing down from 2016 to 2021 to -0.36%.

| Longreach LGA     | 2001  | 2006  | 2011  | 2016  | 2021  |
|-------------------|-------|-------|-------|-------|-------|
| Census Population | 4,329 | 3,523 | 4,189 | 3,660 | 3,647 |

Table 2: Longreach LGA population projections

As per the 2021 Census, 6% of the Longreach LGA population is Aboriginal and/or Torres Strait Islander. In comparison, 4.6% of the Queensland population is Aboriginal and/or Torres Strait Islander.

Overall the median age in 2021 of the region was 40, older than the median age in 2011 (34). Longreach has the highest percentage of people aged 40 to 64 years (32%), however, this age category has declined by 4.93% since 2011. While the category of people aged 65 years and over has increased by 10.55%.

These figures demonstrate Longreach's ageing population and the relevance for the WNP to consider all abilities, aged and dementia principles.

| Age groups                         | Longreach % | % of change from 2016-2021 |
|------------------------------------|-------------|----------------------------|
| Children and up to 19 years of age | 25%         | -8.47%                     |
| People aged 20 to 39 years         | 27%         | 7.60%                      |
| People aged 40 to 64 years         | 32%         | -4.93%                     |

Table 3: Longreach population by age groups (2021 census)

The following demographics focus on a catchment within a 30-minute walk of Eagle Street.

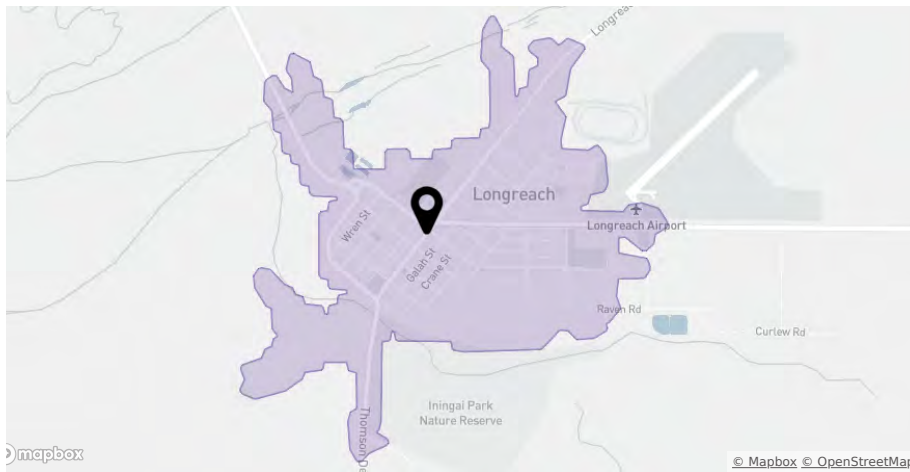


Figure 1: 30-minute walk from Eagle Street

Within a 30-minute walk of Eagle Street, 7.83% of residents don't have a motor vehicle. This is a higher percentage compared to the Queensland average of 5.08%.

### Number of Households with Motor Vehicles (2021)

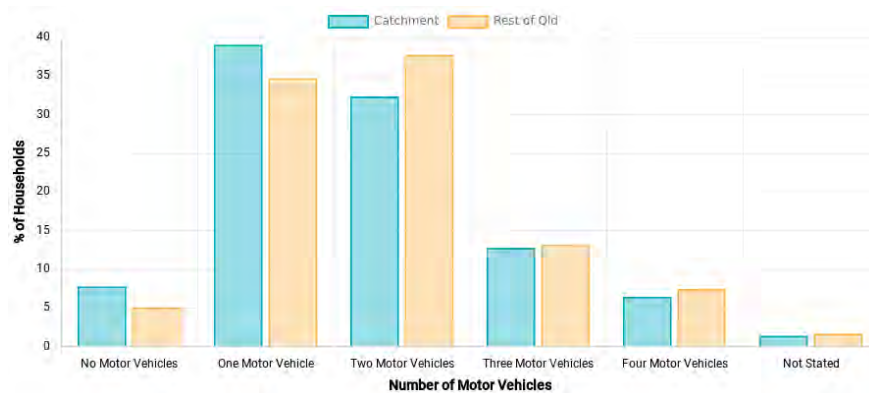


Figure 2: Number of households with motor vehicles within the 30-minute walking catchment

Compared to the Queensland average there is a higher percentage of 0–9 year olds, 20 to 39 year olds, 55 to 64 year olds and 85 to 89 year olds.

### Age Breakdown (2021)

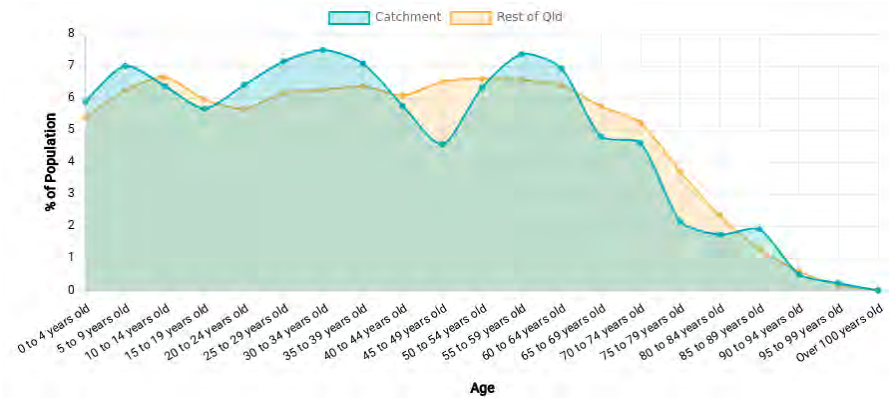


Figure 3: Age breakdown of the population within a 30 minute walking catchment



# 3. Walking Network Plan

## 3.1 Development of the Walking Network Plan

The central objective in formulating a WNP for Longreach is to enhance the pedestrian environment, promoting increased walking for exercise, recreation, and short transport trips. The Department of Transport and Main Roads (TMR) provides valuable guidance to assist Councils, including Longreach Regional Council, in developing both the WNP and Priority Works Program (PWP).

The developmental process of the WNP involves a thoughtful consideration of various essential steps. It focuses on identifying the most efficient routes to connect residents from their homes to primary destinations and linking individuals from secondary destinations to these central hubs. Incorporating elements such as recreational walking opportunities, local climate considerations, and community feedback, the planning process ensures that the plan pinpoints routes with the utmost potential to fulfil Longreach Regional Council’s objectives and cultivate a more walkable and accessible community.

The flowchart to the right outlines the approach to the development of the WNP.

Post-project Council will evaluate improvements to the walking network by collecting baseline data prior to starting any works, and undertake follow-up measurements a minimum of six months after interventions have been implemented. Evaluation will also be undertaken every two years once implementation is complete.

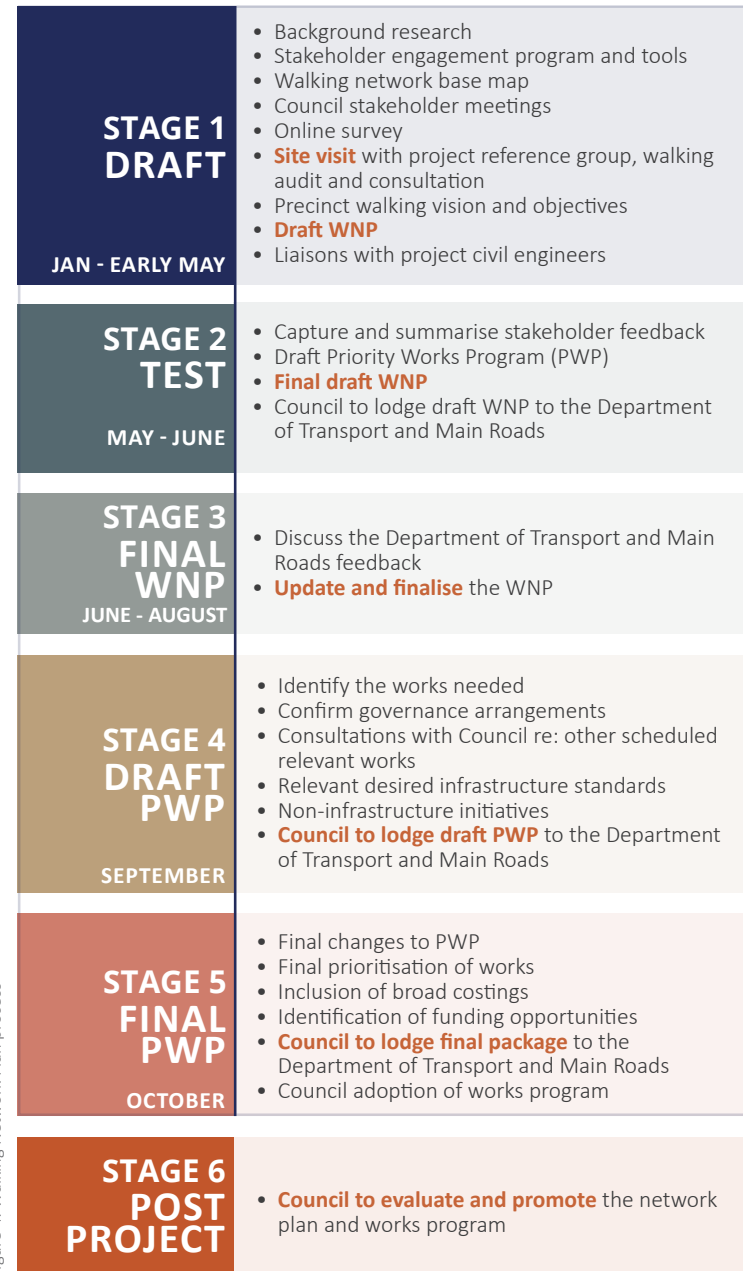


Figure 4: Walking Network Plan process

## 3.2 Stakeholder Engagement

The stakeholder engagement process generated positive involvement from the community. The survey received 169 responses, with highly valuable and informative feedback which was applied to the draft WNP before going out into the community for confirmation.

### 3.2.1 Summary of Stakeholder Engagement Steps

#### Inception Meeting and Ongoing Meetings

- » Initial inception meeting and ongoing meetings with the Council Working Group including an in-person walking tour
- » Presentation to the Major and Councillors on the primary and secondary routes

#### Internal Survey

- » An internal survey was distributed to Council staff to gain input from relevant staff and departments
- » 11 responses were received
- » The survey informed and refined the:
  - Top walking destinations
  - Walkways and areas requiring improvements
  - Strategic alignment including Council plans and recent/upcoming projects

#### Community Survey

- » A community survey was distributed widely, through the Council monthly newsletter (IILY) delivered to each household, the Council website, and posters in high walking zones and major community areas including schools, the library and childcare centres. The survey was also sent to all Council staff and in the Council staff newsletter 'Team Talk'
- » 169 responses were received
- » Refer to Attachment 1 for the survey responses

#### Community In-Person Consultation

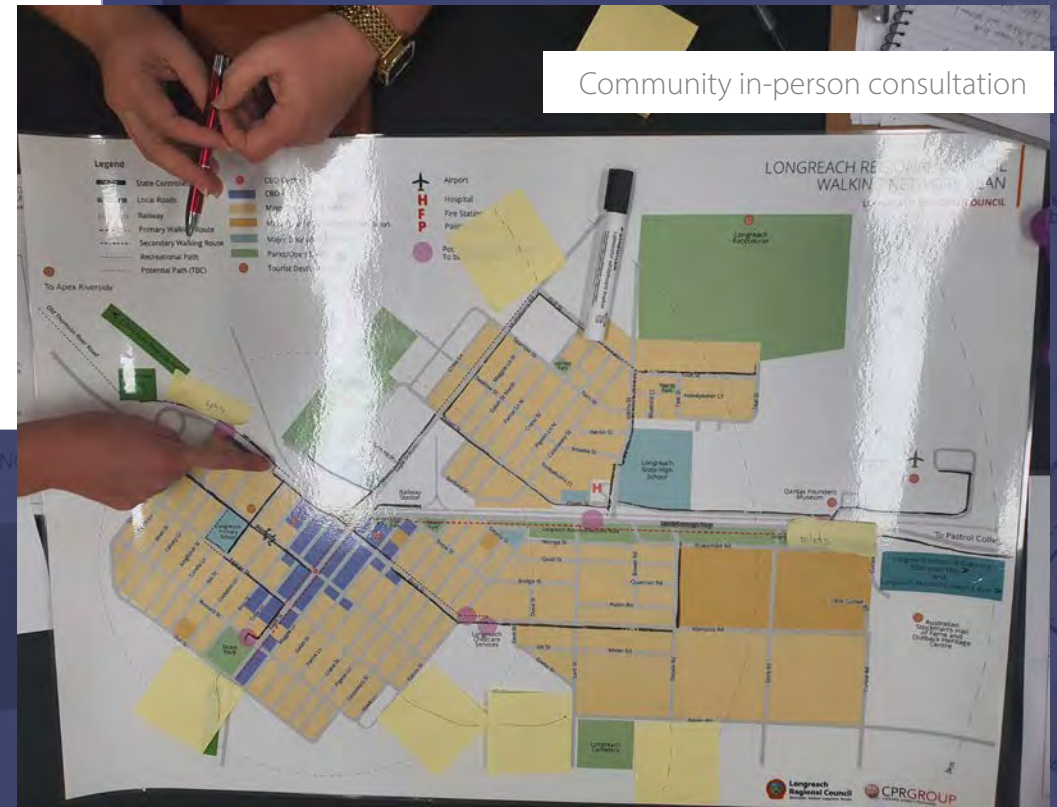
- » Library Drop-In Session: 8 community members
- » Attendance at parkrun: Around 40 community members attended
- » Council bi-annual community forum: Around 15 community members attended the table at the World Cafe style forum



### 3.2.2 Stakeholder Engagement Outcome Summary

The stakeholder engagement informed the:

- » Development of the vision
- » Confirmation of primary and secondary routes
- » Top community barriers and opportunities to walking

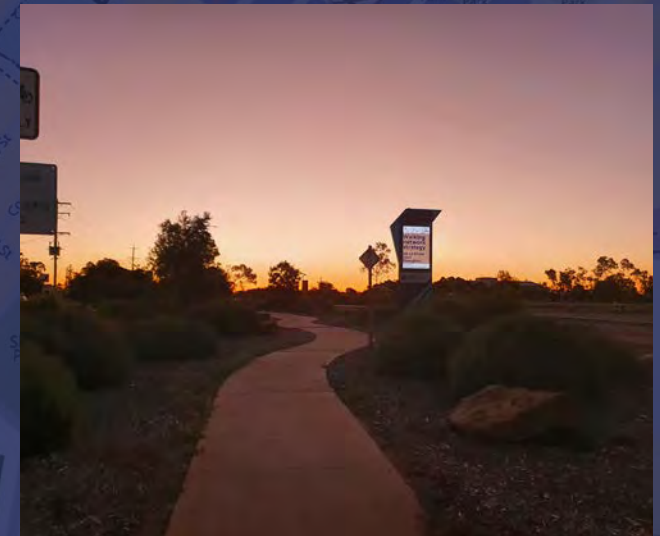


#### The top barriers identified by the community were:

- 1 Missing footpaths
- 2 Trip and slip hazards
- 3 Heat
- 4 Animal behaviour
- 5 Path obstructions
- 6 Bike/scooters on paths

#### The top opportunities identified by the community were:

- 1 Additional footpaths
- 2 Fixing footpaths
- 3 Lighting
- 4 Safer crossings
- 5 Shade
- 6 Toilets
- 7 Drainage



**The top improvements requested by the community were:**

- » Maintenance and lights on the Botanical Walkway
- » Improve the safety of crossing over the highway at Jabiru Street and the slope after the railway crossing
- » Connection to Beersheba Place
- » Footpath on Duck Street and Wompoo Road to connect to the childcare centre
- » Fix gaps and trip hazards on Eagle Street North
- » Improve accessibility / DDA compliance i.e. steel bollards on Botanical Walkway
- » Connection to the skate park

There was a general appreciation for the recreational paths (Botanical Walkway, Old Thomson River Road and Iningai Nature Reserve). It is obvious that these paths are well-used and well-loved, therefore we have included a recreational path in the hierarchy to ensure these paths are recognised and maintained.

The following graphs show the count of comments compiled from the survey and in-person consultation.

**Count of comments per location**

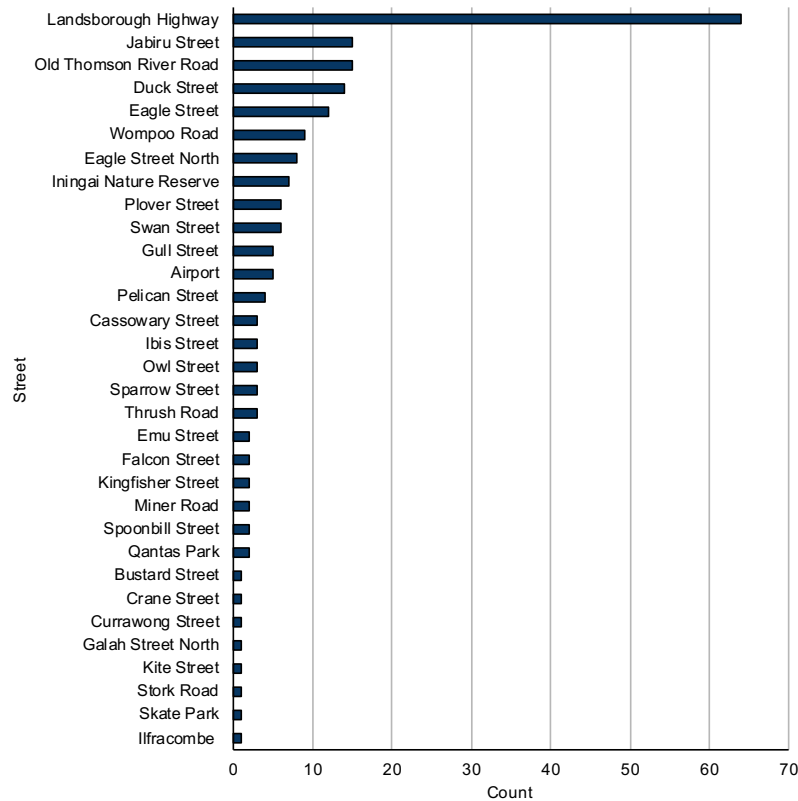


Figure 5: Count of comments based on location

**Count of comments per improvement type**

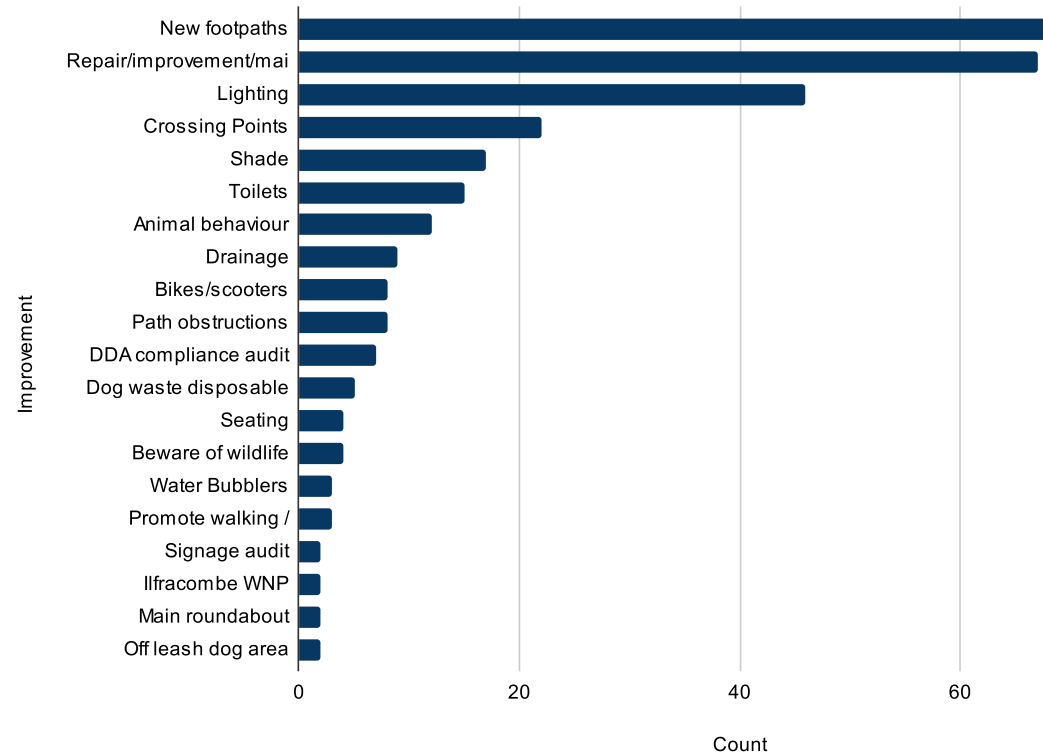


Figure 6: Count of comments based on requested improvement type

The table below summarises the comments based on the location and improvement type. Some comments may have been mentioned only once or twice, while others were mentioned more frequently—all have been included in the summary. Refer to Figure 5 and Figure 6 on page 12 for a count of comments. The frequency of comments has been considered in the development of the routes and priority works.

|                               |  |
|-------------------------------|--|
| <b>Bustard Street</b>         | No routes to skate park  |
| <b>Cassowary Street</b>       | Missing footpath and poor lighting   |
| <b>Crane Street</b>           | No footpath  |
| <b>Currawong Street</b>       | No footpath to Showgrounds   |
| <b>Duck Street</b>            | Requires extension of footpath to the west. Dip at Crane Street. Gap at police station. Extension of footpath to Woompoo Road completed.   |
| <b>Eagle Street</b>           | Requires connection to skate park. Slippery grey pavers. Curb near IGA onto the path is too steep. From the undercover car park to Eagle Street shopping, no footpath when arcades are closed. |
| <b>Eagle Street North</b>     | Gaps and trip hazards—difficult for wheelchairs and prams  |
| <b>Emu Street</b>             | Footpath extension   |
| <b>Falcon Street</b>          | No footpath and needs improved lighting  |
| <b>Galah Street North</b>     | Trees need trimming and walkways uneven  |
| <b>Gull Street</b>            | Footpath extension and improved lighting   |
| <b>Ibis Street</b>            | Footpath extension to Highway and Foodworks  |
| <b>Jabiru Street</b>          | Footpath extension and crossing improvements. Improve safety of crossing over the highway (speed limit/signs) and fix steep / gravel slope after railway crossing.                             |
| <b>Kingfisher Street</b>      | Footpath extension   |
| <b>Kite Street</b>            | Gap in path  |
| <b>Landsborough Highway</b>   | Footpath connection to Beersheba Place. Additional lighting on Botanical Walkway. General maintenance of Botanical Walkway. Improve safety of crossings.                                       |
| <b>Miner Road</b>             | No footpath  |
| <b>Old Thomson River Road</b> | Maintenance, lights, shade, toilets and access   |
| <b>Owl Street</b>             | No footpath, road maintenance  |
| <b>Pelican Street</b>         | No footpath to FoodWorks   |
| <b>Plover Street</b>          | Trip hazards and drainage  |
| <b>Qantas Park</b>            | Add fence along highway  |

|  |  |
|--|--|
| <b>Sparrow Street</b>                                    | Footpath extension, ramp connection to Lioness Park  |
| <b>Spoonbill Street</b>                                  | Connection to Beersheba Place  |
| <b>Stork Road</b>  | Maintenance required (approximately near Longreach Outback Adventures)   |
| <b>Swan Street</b>                                       | Footpath extension and lighting (East Swan Street), maintenance (loose gravel noted at Cockatoo Lane), crossing at the Swan / Emu Street intersection              |
| <b>Thrush Road</b>                                       | Used by tourists   |
| <b>Airport</b>   | Shade and improved crossings   |
| <b>Wompoo Road</b>                                       | No footpath, required for prams going to childcare and tourists  |
| <b>Skate Park</b>  | Maintenance of paths and bridges. No connection to footpaths.  |
| <b>Iningai Nature Reserve</b>                            | Maintenance, shade and seating   |
| <b>Ilfracombe</b>  | Path to Ilfracombe   |
| <b>General</b>   | Maintenance, tree/shrubbery trimming, lighting, shade, water access, toilets, drainage   |
| <b>Animal behaviour</b>                                  | Aggressive dog behaviour   |
| <b>Off-leash dog area</b>                                | Safe area for dogs to be off-leash   |
| <b>Bikes/scooters</b>                                    | Bikes through CBD area, motorbikes on Old Thomson River Road, electric scooters  |
| <b>Promote walking / running groups</b>                  | Promote walking / running groups and provide walking maps  |
| <b>Beware of wildlife signage</b>                        | Beware of wildlife signage for recreational paths and magpie signage   |
| <b>DDA compliance audit</b>                              | Ensure footpaths are complete and DDA compliant. Bollards along Botanical Walkway are difficult to navigate with movement aids. Ramp to Civic Centre is too steep. |
| <b>Signage audit</b>                                     | Tourism and walking signs  |
| <b>Ilfracombe WNP</b>                                    | Ilfracombe to be considered for a WNP  |
| <b>Dog waste disposable bags</b>                         | Dog waste disposable bags and bins   |
| <b>Path obstructions</b>                                 | Operational considerations for more monitoring of cars/trailers being parked on footpaths and restricting access   |
| <b>Main roundabout (Eagle Street / Landsborough Hwy)</b> | Intersection of Eagle St and the Landsborough Hwy/Duck St roundabout - Review of main roundabout / safety issues   |
| <b>Dog water bowl stations</b>                           | Add dog water bowl stations  |

Table 4: Summary of consultation comments

### 3.3 Desktop Mapping and Analysis

Desktop mapping and analysis were conducted prior to the field analysis to inform primary and secondary routes and PWP.

#### 3.3.1 People Movement

People movement data is collected through precise, anonymised GPS signals sourced and aggregated from thousands of smartphone apps. Cleaned and validated daily, this data is of high resolution to point geometry (latitude and longitude) and accurate to seconds.

While the data helps us to understand how, when and where people are travelling to and from, there are data limitations that have been carefully considered, including:

- » Data biases towards smartphone users, as well as their use of certain apps which collect data
- » The data is capturing all movement, including vehicle travel

Therefore we referenced this map with the survey results and confirmed with in-person stakeholder engagement.

#### 3.3.2 Population

The population density per hex, as per Australian Bureau of Statistics 2021 census is mapped below. It shows a higher density west of Lark Street to the south of the highway, and between Gull Street and Plover Street to the north of the highway.

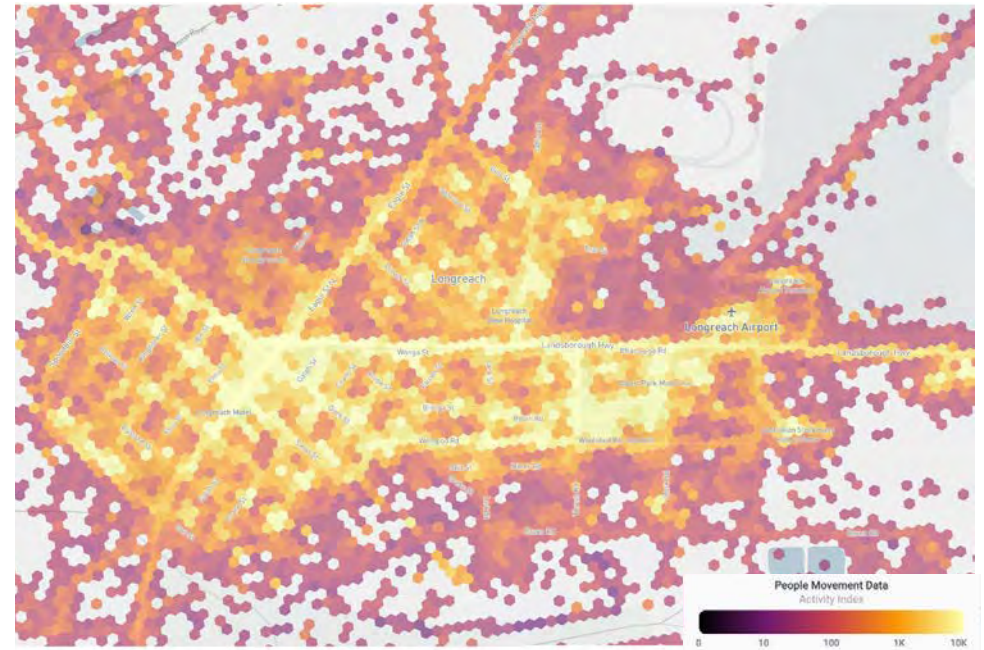


Figure 7: People movement in Longreach (Source: Veitch Lister Consulting, www.planwisely.io/)

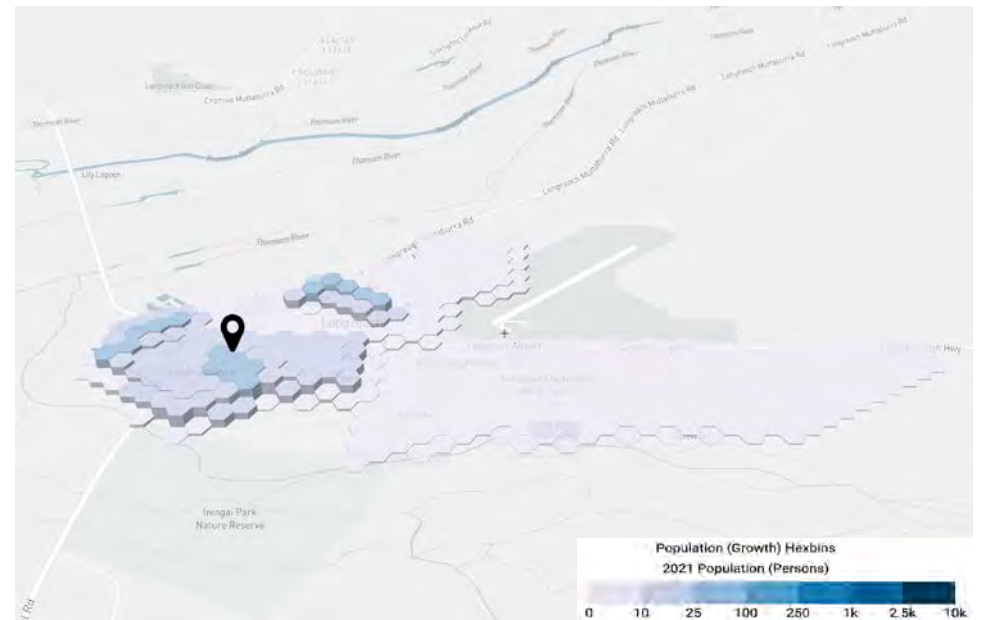


Figure 8: Longreach Population Hexbin (Source: Veitch Lister Consulting, www.planwisely.io/)

### 3.3.3 Cycle Network Plan Map

The Longreach Cycle Network Plan map was reviewed and considered during the design of the WNP. All of the cycle priority routes, with the exception of the western Landsborough Highway / Duck Street roundabout, have also been identified as a walking network route.

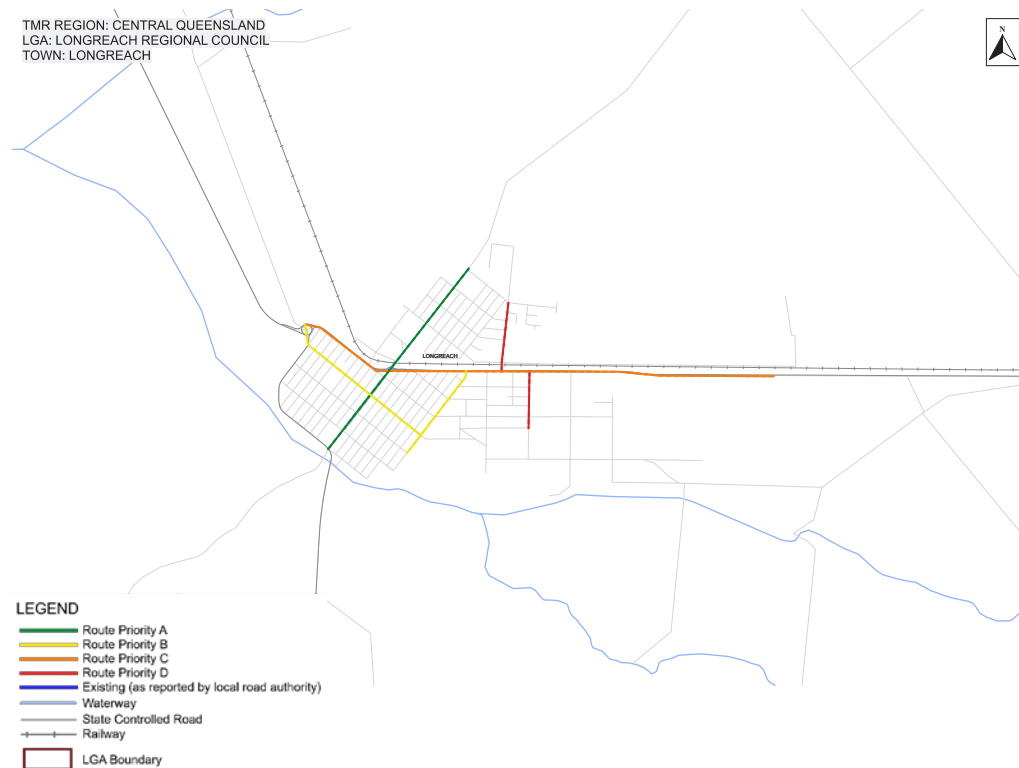


Figure 9: Longreach Cycle Network Plan Map

### 3.3.4 State-Controlled Roads

The Landsborough Highway is a major road in Queensland extending from Morven to Cloncurry in the north. It is a vital artery for transportation and commerce, connecting various rural and remote communities. It runs in an east-west direction through the town of Longreach. Note that between Eagle Street and Spoonbill Street it is called Duck Street rather than the Landsborough Highway. The highway continues after the western roundabout. It is a state-controlled road (including the Duck Street segment), along with the Thomson Development Road, Owl Street and Spoonbill Street.

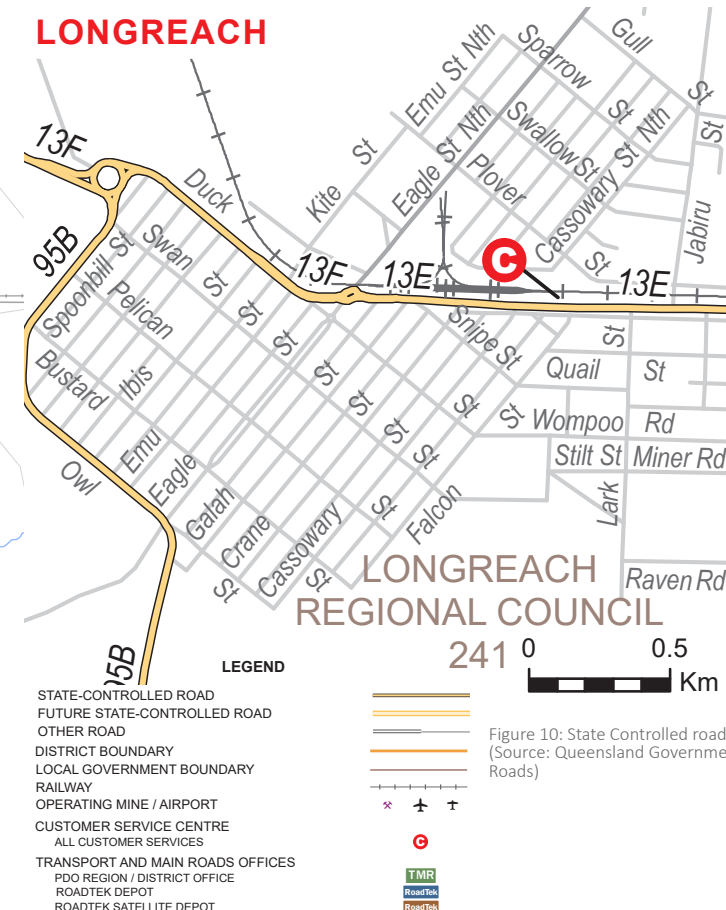


Figure 10: State Controlled roads in Longreach (Source: Queensland Government Transport and Main Roads)

### 3.3.5 Heavy Vehicle Routes

In Longreach, heavy vehicles play a crucial role in the region's transportation and commerce, with the Landsborough Highway serving as a vital artery for these operations. Road trains, wide loads, and other heavy vehicles frequently pass through Longreach, underscoring the town's importance as a logistics hub in Queensland's Outback. The heavy vehicle routes are mapped below.



- Roads and tracks**
- Motorway
  - Highway
  - Secondary
  - Connector
  - Local
- B25/B26 route**
- 25/26m B-double and PBS 2A route
- RT2 route**
- Type 2 road train and PBS 4A route

Figure 11: Heavy vehicle routes (Source: Queensland Globe, <https://qldglobe.information.qld.gov.au/>)

### 3.3.6 Tourism Map

Longreach enjoys a robust tourism industry, attracting visitors with its rich historical heritage and cultural attractions, such as the Australian Stockman's Hall of Fame and the Qantas Founders Museum. Promoting recreational walks and destinations is crucial to enhancing the tourist experience, and encouraging visitors to explore the natural beauty and unique charm of the area. Inspections of tourism maps have informed the development of the walking network plan. It will be important to continue to ensure that tourists have access to updated, well-marked, mapped walking routes.



Figure 12: Longreach Tourist Map (Source: [visitlongreachregion.com.au](http://visitlongreachregion.com.au))



### 3.3.7 Iningai Nature Reserve Walking Track

The Iningai Nature Reserve offers a series of picturesque walking tracks that allow visitors to immerse themselves in the area’s natural beauty and diverse wildlife. These trails provide an excellent opportunity for both locals and tourists to experience the serene landscapes and native flora and fauna of the region.

In consultation with Suzie McDarra, a need was identified to improve the signage and access to the Iningai Nature Reserve. The main walking access from town is currently from the south of Falcon Street, which has been designated as a recreational route in the WNP. Future considerations include enhancing access from the south of Curlew Road. Improving access from Curlew Road with clear, succinct signage has the potential to boost usage by tourists, connecting the reserve to the Australian Stockman’s Hall of Fame and the Longreach Tourist Park, thereby integrating it more effectively into the local tourism infrastructure. In the short term, improving the signage and path from Falcon Street will support the usage and connection of Iningai Nature Reserve.



Figure 13: Iningai Nature Reserve Walking Track (Source: [experiencelongreach.com.au/iningai-nature-reserve](http://experiencelongreach.com.au/iningai-nature-reserve))

### 3.3.8 Survey Feedback

The survey collected the respondents' primary destinations and walking routes. The top 10 identified walking destinations for visitors in the survey were:

1. Australian Stockman's Hall of Fame (ASHOF)
2. Apex Riverside Park/Thomson River Park
3. Qantas Founders Museum
4. Eagle Street CBD
5. Edkins Memorial Park
6. Longreach Airport
7. Longreach School of Distance Education
8. Iningai Nature Reserve
9. Longreach Railway Station
10. Pool and Sports Complex—Memorial Pool, Tennis and Squash courts

The following map, exported from the survey results, shows the starting and finishing locations for the respondents' top walking routes. The top 10 destinations for the walking routes were:

1. Eagle Street
2. Apex River Park (Old Thomson River Road)
3. Longreach Station Accommodation
4. Australian Stockman's Hall of Fame
5. Beersheba Place
6. Longreach Botanical Walkway
7. Longreach School of Distance Education
8. Qantas Founder Museum
9. IGA
10. All at rating 10: Eagle Street (South), Edkins Memorial Park, Iningai Nature Reserve



Figure 14: Survey respondents starting and finished locations from their top walking routes

## 3.4 Destinations and Catchment

### 3.4.1 Primary and Secondary Destinations

To determine the top destinations, the desktop mapping and stakeholder engagement feedback were consolidated.

The map in Figure 15 shows the primary and secondary destinations.

Primary destinations:

- » Eagle Street (CBD)
- » Longreach State High School
- » Longreach State School
- » Our Lady's Primary School
- » Longreach School of Distance Education
- » Longreach Childcare Services
- » Apex Park
- » Australian Stockman's Hall of Fame and Outback Heritage Centre
- » Qantas Founders Museum
- » Longreach Airport
- » Longreach Railway Station
- » Edkins Park Bus Stop
- » Visitor Information Centre
- » Powerhouse Museum

Secondary destinations:

- » Longreach Station Accommodation
- » Longreach Hospital
- » Longreach Cemetery
- » Longreach Skate Park
- » Edkins Park
- » Police Station
- » IGA
- » Foodworks
- » C & K Kindy
- » Lioness Park
- » Bolton Clarke Pioneers—Retirement Living
- » Teal St Park
- » Longreach Showgrounds
- » Longreach Pool and Sports Complex (including tennis courts and squash courts)
- » Netball Courts
- » Longreach Jockey Club
- » Beersheba Place
- » Iningai Nature Reserve

### 3.4.2 Walkable Catchment Area Map

With the majority of the residential area of Longreach within 3km of the Eagle Street CBD, the whole town is considered in the WNP. There are three major locations outside this radius:

- » Apex Riverside Park: Old Thomson River Road is categorised as a recreational path
- » Longreach School of Distance Education and Longreach Station Accommodation: both are important destinations connected to the Botanical Walkway along the Landsborough Highway (categorised as a secondary route)

Legend














-  Railway
-  CBD Centre
-  Airport
-  Hospital
-  Fire Station
-  Police Station
-  CBD Area
-  Major Residential Areas
-  Major Tourist Accommodation Areas
-  Major Education Precincts
-  Parks/Open Space
-  Primary Destinations
-  Secondary Destinations



Figure 15: Primary and secondary walking destinations

## 3.5 Field Analysis

A field analysis and walking audit with Council staff was carried out to inspect and inform the WNP and priority works. The table below summarises the findings and paths on the primary and secondary routes.

| Street  | Notes   |
|---|---|
| To Airport                                      | <p>Path: Yes</p> <p>Notes:</p> <ul style="list-style-type: none"> <li>Trees planted on north side, not yet matured</li> </ul> <p>Opportunities</p> <ul style="list-style-type: none"> <li>Signage at airport about walking to town</li> <li>Highway crossing signage</li> <li>Trees on other side to create an avenue</li> </ul>  |
| Eagle Street (CBD)                              | <p>Path:</p> <ul style="list-style-type: none"> <li>Finishes at Pelican Street (west side)</li> <li>Finishes at Bustard Street (east side)</li> <li>CBD / primary route finishes at Pelican Street</li> </ul>   |
| Eagle Street (South)                            | <p>Path:</p> <ul style="list-style-type: none"> <li>No path on west side (obstructed by trees)</li> <li>Continue secondary route on east</li> <li>Gap in path at number 54 (yellow service box)</li> </ul> <p>Opportunities:</p> <ul style="list-style-type: none"> <li>Crossing and path to skate park</li> </ul>  |
| Pelican Street (Eagle Street to Primary School) | <p>Path: No</p> <p>Opportunities:</p> <ul style="list-style-type: none"> <li>New path to connect to school and FoodWorks</li> <li>Well-established desire line on south side, leading to Foodworks</li> <li>Slightly more space on south for footpath</li> <li>No barriers on either side for a footpath</li> </ul>   |
| Around Longreach State School                   | <p>Path: Yes</p>  |
| Ibis Street                                     | <p>Path: Yes</p> <ul style="list-style-type: none"> <li>Finishes after the Longreach Arts and Craft Centre</li> <li>Large tree and roots obstruction after the Longreach Arts and Crafts Centre</li> </ul> <p>Opportunities:</p> <ul style="list-style-type: none"> <li>Continue Ibis Street footpath to the north, past Powerhouse and Historical Museum and the Longreach Arts and Crafts Centre to connect to highway and Beersheba Place</li> </ul> |



Image 16: Footpath exiting the airport



Image 17: Tree on Eagle Street (south) on western side



Image 18: Roundabout on Eagle Street (south) and path to the skate park



Image 19: Desire line to the FoodWorks (Pelican Street)

| Street  | Notes  |
|---|--|
| Swan Street   | Path: Galah Street to Spoonbill Street   |
| Sparrow Street  | Path: From Eagle Street to Parrot Lane<br>Opportunity: <ul style="list-style-type: none"> <li>• Improve DDA access for residents of Pioneers Retirement Living to Lioness Park and Eagle Street</li> </ul>   |
| Duck Street (east)                                    | Path: <ul style="list-style-type: none"> <li>• Path from Eagle Street to Wompoo Road on the Southern side of Duck Street (completed after field analysis).</li> <li>• Path from Eagle St to Magpie Lane (Eastern side of Duck Street)</li> <li>• Path from Galah Street to Parrot Lane (Eastern Side of Duck Street)</li> </ul>  |
| Duck Street (west) - continuation of Landsborough Hwy | Path: <ul style="list-style-type: none"> <li>• Existing path southside to Emu Street</li> <li>• No path from Emu Street to Canary Lane</li> <li>• Existing path on north side (Ibis Street)</li> </ul> Opportunity: <ul style="list-style-type: none"> <li>• Extension of path and crossing over highway to connect to Beersheba Place and Old Thomson River Road</li> <li>• Consider parking for Beersheba Place in the future</li> </ul>   |
| Wompoo Road   | Path: No <ul style="list-style-type: none"> <li>• Road width: 21.5m</li> <li>• Middle island width: 6.22m</li> <li>• Single lane road width: 7.8m</li> <li>• North side to power/light pole: 12m</li> <li>• South side to pole: 9.4m</li> <li>• A lot of trees on either side. Slightly less on south side.</li> </ul> Opportunities: <ul style="list-style-type: none"> <li>• Will require a solution to avoid tree obstructions to establish a path that connects the childcare centre and the Tourist Park to the main street.</li> </ul> |
| Thrush Road   | Path: Yes, starts at Robin Road. Thin path at 90cm   |
| Jabiru Street   | Path: Yes, starts at number 4 (1.6m)<br>No path southeast.<br>Steep gravel path after railway crossing on hospital side  |
| Gull Street   | Path: <ul style="list-style-type: none"> <li>• No path from Parrot Lane to Jabiru Street</li> <li>• No obstructions (One tree, which can be removed)</li> </ul> Opportunities: <ul style="list-style-type: none"> <li>• Extend into Gull East, southside</li> </ul>  |



Image 20: Wompoo Road



Image 21: Beginning of path on Thrush Road



Image 22: Steep gravel path after railway crossing on Jabiru Street



Image 23: Pipe obstruction on Eagle Street North

| Street             | Notes  |
|--------------------|--|
| Eagle Street North | <p>Path: Yes (east path width 2.2m, west path width 1.1m)</p> <ul style="list-style-type: none"> <li>A number of rough bitumen sections at service boxes, driveways and an overground pipe</li> </ul> <p>Opportunities:</p> <ul style="list-style-type: none"> <li>Improve path on east side</li> <li>Consider connection from/to aged care</li> <li>Consider pedestrian crossing after railway</li> </ul> |
| Botanical Walkway  | <p>Opportunities:</p> <ul style="list-style-type: none"> <li>More lights (already lit from Stork Road to Thrush Road)</li> <li>Toilets near the Stockman's Hall of Fame</li> </ul>   |
| Railway            | <p>Path: No established path to crossing over the highway to connect to Eagle Street.</p> <p>Considerations:</p> <ul style="list-style-type: none"> <li>Use space along highway to establish a path and add a fence or,</li> <li>Remodel parking and add pedestrian path</li> </ul>  |
| Plover Street      | Path: Yes  |
| Sandpiper St       | Path: Between Kite Street and Eagle Street. No path connection to the Showgrounds  |
| Kite Street        | Path: No<br>No path through caravan parking to crossing  |

Table 5: Field analysis summary



Image 24: Trees along Botanical Walkway



Image 25: Landsborough Highway (west)



Image 26: Longreach Railway Station

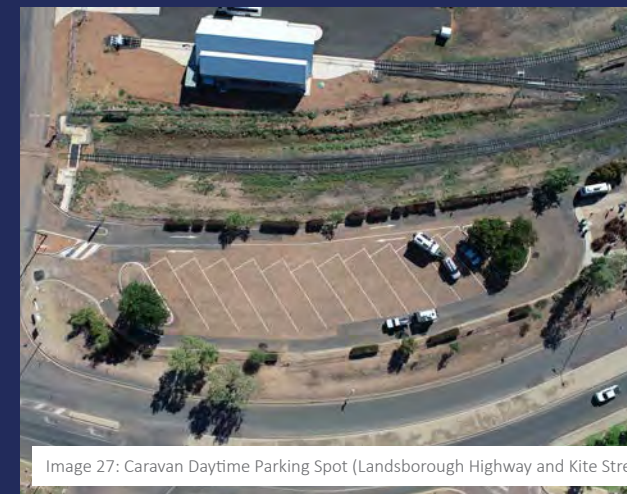


Image 27: Caravan Daytime Parking Spot (Landsborough Highway and Kite Street)

## 3.6 Primary and Secondary Routes

Primary routes are those that generate regular and high levels of travel demand on a daily basis, such as to residential, retail, educational and commercial destinations as well as recreational routes with high usage.

Secondary routes will typically carry fewer pedestrians and mainly function to connect users to the primary network.

Recreational routes have been included to recognise their importance to the community and their continued maintenance.

Refer to "Figure 28: Longreach Walking Network Plan" on page 25 for the mapped primary and secondary routes.

The Longreach Regional Council Walking Network Plan has estimated a total of 8.7km of new footpaths. The proposed new paths and crossings are included in "Figure 29: Longreach Walking Network Implementation Map" on page 26.





# LONGREACH REGIONAL COUNCIL WALKING NETWORK PLAN

LONGREACH REGIONAL COUNCIL

## WNP Routes

- Primary Walking Route
- Secondary Walking Route
- Recreational Path

Longreach Walking Network Plan to be read in conjunction with the Priority Works Program for detailed list of improvements to existing Walking Network footpaths.

## Legend

- |  |                |  |                     |  |                                   |
|--|----------------|--|---------------------|--|-----------------------------------|
|  | Railway        |  | Tourist Destination |  | CBD Area                          |
|  | CBD Centre     |  | Park                |  | Major Residential Areas           |
|  | Airport        |  | Education/Childcare |  | Major Tourist Accommodation Areas |
|  | Hospital       |  | Public Transport    |  | Major Education Precincts         |
|  | Fire Station   |  | Community           |  | Parks/Open Space                  |
|  | Police Station |  |                     |  |                                   |



Figure 28: Longreach Walking Network Plan



Legend

- Railway
- CBD Centre
- Airport
- Hospital
- Fire Station
- Police Station

- CBD Area
- Major Residential Areas
- Major Tourist Accommodation Areas
- Major Education Precincts
- Parks/Open Space
- Current major crossings
- Potential new crossing locations

WNP Routes

- Primary Walking Route
- Secondary Walking Route
- Recreational Path
- Primary Walking Route (no existing footpath)
- Secondary Walking Route (no existing footpath)
- Secondary Walking Route (longer term priority)

Longreach Walking Network Plan to be read in conjunction with the Priority Works Program for detailed list of improvements to existing Walking Network footpaths.

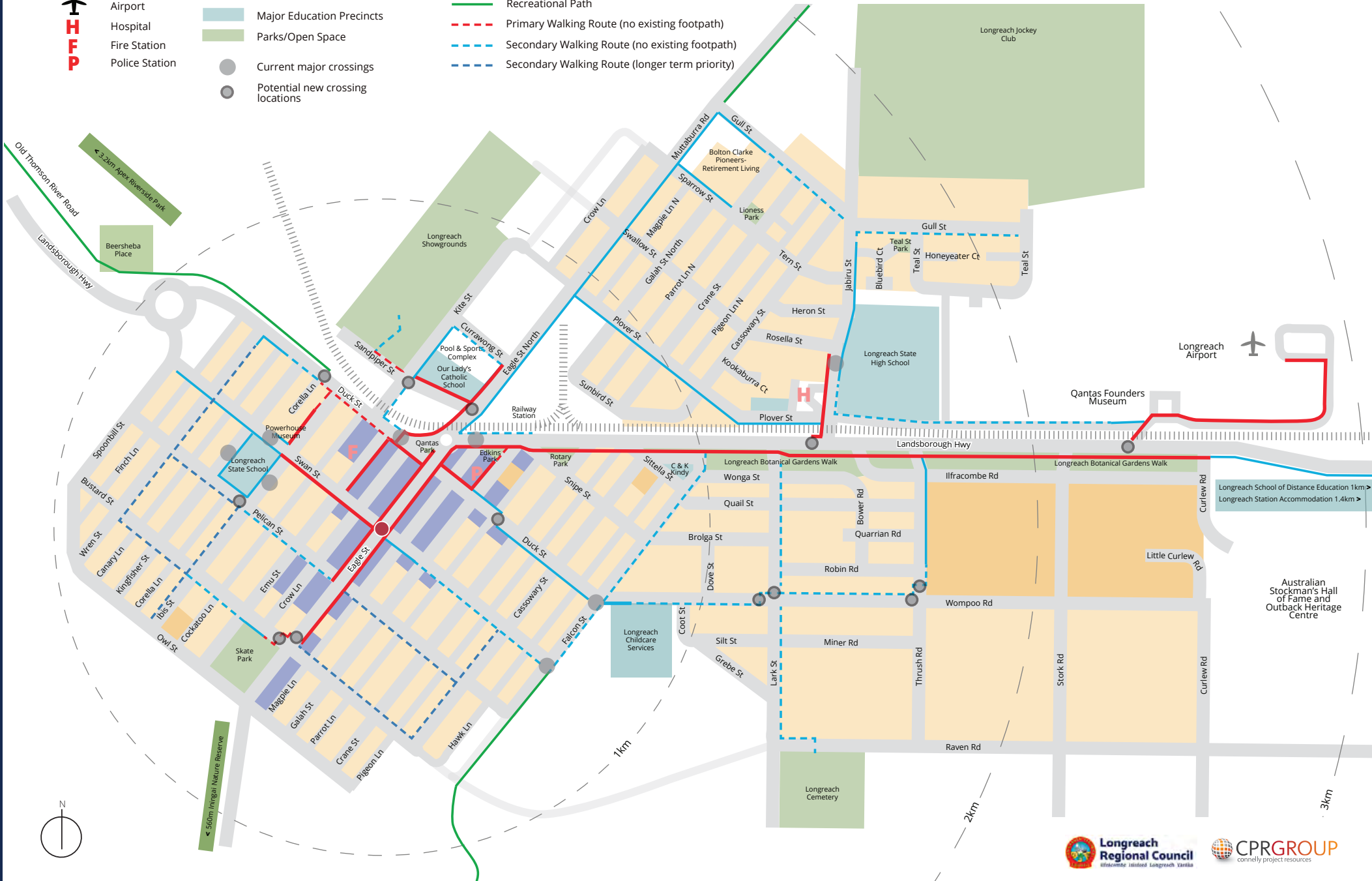


Figure 29: Longreach Walking Network Implementation Map

## 3.7 Desired Level of Service

Longreach Regional Council has established a desired level of service for both primary and secondary routes within the region in line with the Longreach Regional Council Park and Streetscape Infrastructure Manual. The agreed standard of provision for the pedestrian environment is illustrated in the table below, and based on the Queensland Treasury–Planning Group design principles for walkability as follows.

Key design principles to guide walkability improvements in existing neighbourhoods include:

### Functionality

- » Well-maintained, intact footpaths free from trip hazards
- » Directional and distance signage provided where appropriate and possible
- » Footpaths with kerb ramps at all crossing points to accommodate prams, wheelchairs, etc.

### Comfort

- » Frequent trees planted at least every 15 metres, where possible, to provide shade cover along footpaths accounting for the Queensland climate
- » Seating that provides opportunities to rest between destinations
- » Footpaths that are highly visible, and afford passive surveillance from motorists, residents and other users of the neighbourhood

### Safety

- » Safe street crossings, with good visibility and sightlines, are provided where pedestrian safety is at risk
- » Adequate lighting is provided for footpaths that are likely to be used at night
- » Separation of pedestrians from traffic, wherever possible
- » Maintenance of vegetation in proximity to paths and desire lines to allow for clear site lines. Vegetation managed and trimmed between knee and head height in accordance with Crime Prevention through Environmental Design (CPTED) principles



### 3.7.1 Hierarchy

While a hierarchical-based approach forms the foundation of the following table, flexibility in the levels of service may be necessary to suit existing on-ground conditions and constraints. These identified standards play a pivotal role in estimating costs within the PWP.

| Hierarchy classification | Footpath description  | Additional infrastructure   |
|--------------------------|---|---|
| Primary                  | 1.8m–3.0m wide<br>Finishes to match existing adjacent paths if compliant with the DDA and relevant slip-resistant coefficients.<br>The absolute minimum standard shall be asphalt pavement. Broom finished concrete or higher level pavers on a concrete sub base (Eagle Street) is preferable.   | Street Trees – one every 10m,<br>Seating – every 250m (under trees), lighting on routes with high night usage. Wayfinding signage.<br>DDA-compliant kerb ramps.   |
| Secondary                | 1.8m wide (minimum)<br>Finishes to match existing adjacent paths if compliant with the DDA and relevant slip-resistant coefficients.<br>The absolute minimum standard shall be asphalt pavement. Broom finished concrete is preferable.   | Street Trees – one every 20m,<br>Seating – every 500m (under trees). Wayfinding signage directing users to primary footpaths. DDA-compliant kerb ramps.   |
| Recreational             | 1.2m wide (minimum)<br>Finishes to match existing adjacent paths. Where possible ensure DDA and relevant slip-resistant coefficient compliance.<br>The preferable minimum standard for finishes is asphalt pavement.<br>Natural topographical features and the nature and use of some outdoor areas will limit the capacity to provide DDA-compliant access along some recreational pathways. However, the DDA requires every effort be made to provide access short of unjustifiable hardship. | Shade trees shall be planted one every 20m where existing shade does not exist along a recreational pathway.<br>The addition of seating and water bubblers shall be considered in high-use areas or as per demand.<br>Lighting shall be installed where safety is a concern however environmental (fauna) sensitivity shall also be considered. |

Table 6: Footpath hierarchies

Note:

- » All primary and secondary paths (and preferably recreational paths) shall be DDA compliant with compliant slip-resistant coefficients.
- » Feature area finishes (e.g. Eagle Street south) shall reference adjacent existing finishes and/or the Longreach Regional Council Park and Streetscape Infrastructure Manual.
- » Other related infrastructure shall be as specified in the Longreach Regional Council Park and Streetscape Infrastructure Manual.

### Lighting

Lighting for footpaths is essential for improving safety and usability, particularly during the early morning and evening hours when most locals prefer to walk due to the heat. Ensuring adequate illumination not only aids in preventing accidents but also enhances the overall walking experience. To further improve ambient lighting, trimming vegetation near street lights is recommended, as it can obstruct the light and reduce its effectiveness. In the first instance, prioritising street lighting, where applicable, is recommended in lieu of installing additional footpath lights. Lights will help make walking easier, safer, and more comfortable, helping to achieve the WNP vision.

### Footpath Widths

Longreach features a variety of footpath widths. A hierarchical-based approach forms the foundation for standardising these widths, ensuring consistency and usability. However, flexibility is necessary to suit existing on-ground conditions and constraints. Each new footpath project should be reviewed individually to determine the most appropriate width, taking into account specific environmental and spatial limitations. The absolute minimum width for a narrowed section of a footpath should be 1.2m. Where existing footpaths fall below the recommended minimum width, these should be reassessed and potentially widened at the end of their life cycle to enhance safety and accessibility.

### Tree Obstructions

The primary and secondary routes avoid major tree obstructions however there may be cases where footpaths need to meander around trees. Footpath buildouts into the existing roadway could be considered if trees obstruct the whole road reserve.

### Footpath Treatments Across Unsealed Laneways

RPEQ engineer and access consultant to review options and provide a compliant and equitable solution in design development stages.

## 4. Priority Works Program

The WNP has estimated 4.2km of new footpaths and assorted enhancements for walking facilities in Longreach. While formulating the PWP, Council deemed it crucial to give considerable weight to factors specifically relevant to the Longreach community. The Council’s primary emphasis is on prioritising projects that will encourage increased walking and active engagement among residents.

To establish priorities within the PWP, a comprehensive high-level ranking system was employed, guided by the criteria outlined below. This ensures that the selected projects align closely with the community’s needs, fostering a more walkable and active environment in Longreach.

### 4.1 Ranking Prioritisation

As per the Queensland Treasury–Planning Group WIP document, the following ranking criteria are applied:

|                                       |  |
|---------------------------------------|--|
| <b>Essential</b>                      | These improvements are critical to improving walkability within the study area<br>Note: a pre-requisite for a walkable neighbourhood is the provision of footpaths   |
| <b>Important</b>                      | These improvements are important to improving walkability within the study area, however, there may be an ability to consider alternatives to the recommendation   |
| <b>Non-essential but nice to have</b> | These improvements will assist with improving walkability within the study area, however, the existing condition and use of the network in this area are not essential to the overall success of the project |

Table 7: PWP ranking

### 4.2 Timing

The timeframes are indicative and will primarily depend on available funding for individual projects within the works program, as well as local circumstances at the time. While the projects in the PWP are designed to align with Council’s Long Term Asset Management Plan and Long Term Financial Plan to ensure sustainable infrastructure and finances, the total value of the identified projects exceeds what can be funded in the current 10-year Long Term Financial Plan. The PWP, however, provides a framework for prioritising walking infrastructure projects and securing grant funding to support their implementation. The table below outlines the timing categories assigned to each project, based on stakeholder input and prioritisation.

| <b>Immediate</b> | <b>Short</b> | <b>Medium</b> | <b>Long</b> |
|------------------|--------------|---------------|-------------|
| Within 12 months | 1-3 years    | 3-5 years     | 5-10 years  |

Table 8: PWP timing

### 4.3 Estimated Cost Range

The estimated cost ranges are high-level strategic figures intended to assist in the development of the program and provide a general understanding of the costs associated with each project. However, they should be refined through further investigation in the upcoming phases of individual project development, from planning to detailed design and construction. The cost ranges have been applied based on the table below.

|               |                      |
|---------------|----------------------|
| <b>\$</b>     | < \$50,000           |
| <b>\$\$</b>   | \$50,000- \$200,000  |
| <b>\$\$\$</b> | \$200,000- \$500,000 |

Table 9: PWP cost ranges

## 4.4 Priority Works Program Table

The PWP aims to systematically identify and prioritise improvements in walking infrastructure on primary and secondary routes. This program ensures that the most critical areas receive attention first, enhancing safety, accessibility, and comfort for pedestrians. By focusing on key routes, the initiative supports the development of a well-connected walking network that meets the needs of the community. The program's strategic approach allows for efficient allocation of resources, addressing the most pressing issues and facilitating continuous improvements in Longreach's walking infrastructure. Additionally, the PWP will be regularly updated to align with future infrastructure projects, allowing new projects to be adjusted and connected seamlessly with ongoing and planned developments. This adaptive approach ensures that the walking network remains cohesive and comprehensive as Longreach evolves.

| Project   | Location   | Recommendations   | Rank      | Timing    | Responsibility | Designation           | Cost Band  |
|---|--|---|-----------|-----------|----------------|-----------------------|------------|
| <b>Edkins Park Bus Stop Connection</b>                          | Edkins Park Bus Stop to existing Botanical Walkway along Landsborough Highway          | New footpath to connect Edkins Park Bus Stop to existing Botanical Walkway. Design and installation of footpath lighting as needed.   | Essential | Immediate | Council        | Primary               | \$         |
| <b>Landsborough Highway—Existing Botanical Walkway Lighting</b> | Landsborough Highway Botanical Walkway from Lark Street to ASHOF                       | Install solar lighting from Lark Street to ASHOF as necessary to meet lighting safety standards.  | Essential | Immediate | Council        | Primary               | \$\$       |
| <b>Duck Street West Connection</b>                              | Duck Street (west) from Emu Street to Corella Lane and connecting to north Ibis Street | Install new concrete footpath along Duck Street (west of Eagle Street- continuation of the Landsborough Highway) from Emu Street to Corella Lane. Also extend footpath along Ibis Street north from Swan Street to Landsborough Highway.  | Essential | Immediate | Council        | Primary               | \$\$       |
| <b>Landsborough Highway Jabiru Street Crossing</b>              | Jabiru Street/Landsborough Highway intersection  | Design and construct new crossing/refuge at Jabiru Street/ Landsborough Highway intersection. Council to arrange discussions with TMR to establish a "School Zone" for Longreach State High School and plan installation of appropriate school hours signage and speed zone parameters. | Essential | Immediate | TMR/Council    | Primary               | TMR Funded |
| <b>Landsborough Highway Airport Crossing</b>                    | Landsborough Highway at Airport Road Junction  | Design and construction of new crossing, including liaisons with TMR to discuss lowering speed limit from east of the Airport crossing and including new traffic warning signage.   | Essential | Immediate | TMR/Council    | Primary               | TMR Funded |
| <b>Currawong Street</b>   | Currawong Street (southern side)   | Design and construction of new footpath on Currawong Street (as part of current cycle path project)   | Important | Short     | Council        | Secondary             | \$\$       |
| <b>Existing Formalised Crossing Audit</b>                       | All primary and secondary major crossings identified in the WNP                        | A qualified engineer shall be engaged to carry out an audit of existing crossings (excluding recreational paths) with recommendations for rectification works to ensure compliance.   | Essential | Short     | Council        | Primary and Secondary | \$         |
| <b>All Abilities Audit and Rectification Works</b>              | All primary and secondary paths identified in the WNP                                  | An access consultant shall be engaged to carry out an audit of paths (excluding recreational paths) with recommendations for rectification works to ensure all abilities, aged and dementia principles and guidelines are included in the design works for the WNP network.             | Essential | Short     | Council        | Primary and Secondary | \$         |

| Project   | Location  | Recommendations   | Rank      | Timing | Responsibility        | Designation           | Cost Band |
|---|---|---|-----------|--------|-----------------------|-----------------------|-----------|
| <b>Regulatory and Wayfinding Signage Compliance Audit</b>           | All primary and secondary paths identified in the WNP   | A qualified engineer shall be engaged to carry out an audit of regulatory footpath signage with recommendations for additional/renewed signage and engagement of landscape architect to undertake a signage strategy including walkway/tourism/wayfinding signage needs.  | Essential | Short  | Council               | Primary and Secondary | \$\$      |
| <b>Landsborough Highway—Existing Botanical Walkway Improvements</b> | Landsborough Highway Botanical Walkway  | Audit and rectify trip and safety hazards and defects along existing Botanical Walkway. Where possible install additional shade trees to the northern side of the footpath especially between Curlew Road and the Longreach Station Accommodation. Audit and install additional drinking bubblers if required from Kingfisher Street to the Longreach Station Accommodation as necessary and provide water bubblers with dog bowl attachments and waste bins every 2km minimum. Existing water bubblers shall be replaced with bubblers with dog bowl attachments at end of life. | Important | Short  | Council               | Primary               | \$        |
| <b>Landsborough Highway West Crossing</b>                           | Corella Lane/Landsborough Highway intersection  | Design and construct new crossing/refuge at Corella Lane/Landsborough Highway intersection.   | Essential | Short  | Council               | Primary               | \$        |
| <b>Landsborough Highway West Footpath Extension</b>                 | From Corella Lane to Canary Lane along Landsborough Highway   | Install new concrete footpath from Corella Lane along the southern side of the Landsborough Highway, connecting to the western end of the existing footpath network on the Landsborough Highway at Canary Lane.   | Important | Short  | Council               | Primary               | \$\$      |
| <b>New Footpath Linking Qantas to Jabiru Street</b>                 | From Landsborough Highway airport crossing to Jabiru Street (northern side)   | New footpath and associated pedestrian lighting as part of new development.   | Essential | Short  | Developer/<br>Council | Secondary             | \$\$      |
| <b>Longreach State High School New Footpath</b>                     | From Jabiru Street (new developer footpath) along new Plover Street east and Jabiru Street (South)  | New footpath connecting new development footpath to existing footpath on Jabiru Street south.   | Essential | Short  | Council               | Primary               | \$        |
| <b>Jabiru Street Path Improvements</b>                              | Jabiru Street/Landsborough Highway intersection after railway crossing  | Design and construct amended footpath connection to Jabiru Street/Landsborough Highway intersection.  | Essential | Short  | Council               | Primary and Secondary | \$        |
| <b>Wompoo Road and Thrush Road Footpath and Crossings</b>           | Along Wompoo Road from Longreach Childcare Services to Thrush Road, including a connection to the existing path on Thrush Road near the Robin Road intersection | Design and construction of new footpaths and associated crossings. West of Lark Street, the footpath is recommended to be on the southern side of Wompoo Road, and then west of Lark Street it is recommended to be on the northern side to avoid the majority of trees.  | Important | Medium | Council               | Secondary             | \$\$\$    |
| <b>Lark Street to Longreach Cemetery</b>                            | Along Lark Street from Landsborough Highway and along Raven Road to the Longreach Cemetery entrance   | Design and construction of a new footpath and associated crossings.   | Important | Medium | Council               | Secondary             | \$\$\$    |

| Project   | Location  | Recommendations   | Rank      | Timing | Responsibility | Designation           | Cost Band |
|---|---|---|-----------|--------|----------------|-----------------------|-----------|
| <b>Existing Lighting Audit and Improvements Stage 1</b> | Currawong Street, Wompoo Road, Duck Street (east), Thrush Road, Lark Street and Jabiru Street                                     | Audit existing lighting levels and design and install required footpath lighting along secondary routes.  | Important | Medium | Council        | Secondary             | \$        |
| <b>Skate Park Connection</b>                            | Crossing at Eagle Street and Bustard Street to established path on Bustard Street and continue Bastard Street path to Ibis Street | Extension of footpath on Bustard Street from Ibis Street to Eagle Street and establishment of pedestrian crossing to join existing path to Skate Park.  | Important | Medium | Council        | Primary               | \$\$      |
| <b>Eagle Street North Safety Improvements</b>           | Eagle Street North, eastern side and Eagle Street/Landsborough Highway intersection (north), Swallow Street intersection          | Audit and rectify missing footpath segments, safety hazards and all abilities access along Eagle Street North including Swallow Street intersection. Install crossing at Eagle Street/Landsborough Highway intersection (north) to railway station.   | Essential | Medium | Council        | Secondary             | \$        |
| <b>Eagle Street Safety Improvements</b>                 | Eagle Street, IGA   | Audit and rectify safety and all abilities access issues to areas around the IGA and rectify path near service box north of Bustard Street.   | Essential | Medium | Council        | Primary               | \$        |
| <b>Longreach Railway Station Access</b>                 | From Landsborough Highway Crossing (near Eagle Street roundabout) including Railway Station precinct                              | Redesign and construction of railway station car park to allow for formalised concrete footpath installation on the northern side of the car park to connect the entry of the station building with the Landsborough Highway crossing point, also connecting to the Eagle Street north intersection footpath network. | Important | Medium | Council        | Secondary             | \$\$      |
| <b>Plover Street Improvements</b>                       | Plover Street   | Audit and rectify safety/trip hazards along existing footpath, also rectify drainage problems.  | Important | Medium | Council        | Secondary             | \$        |
| <b>Existing Lighting Audit and Improvements Stage 2</b> | Eagle Street North, Plover Street and railway station   | Audit, design and install footpath lighting along routes, as required.  | Important | Medium | Council        | Primary and Secondary | \$\$      |
| <b>Gull Street West Footpath Extension</b>              | Gull Street west (southern side)  | Extension of existing footpath on Gull Street to Jabiru Street, including return into Jabiru Street.  | Important | Medium | Council        | Secondary             | \$\$      |
| <b>Gull Street East Footpath Extension</b>              | Gull Street east (southern side)  | Design and construction of new footpath on Gull Street from Jabiru Street to Teal Street.   | Important | Long   | Council        | Secondary             | \$\$      |
| <b>Pelican Street New Footpath</b>                      | Pelican Street (southern side) from Ibis Street (Foodworks) to Eagle Street   | Design and construction of new footpath on Pelican Street, including a crossing point to provide a safe connection to Longreach Primary School.   | Important | Long   | Council        | Secondary             | \$\$      |
| <b>Falcon Street New Footpath</b>                       | Falcon Street (eastern side) from Landsborough Highway to Swan Street   | Design and construction of new footpath on Falcon Street.   | Important | Long   | Council        | Secondary             | \$\$\$    |
| <b>Swan Street Safety Improvements</b>                  | Swan Street between Eagle Street and Longreach Primary School   | Audit and rectify safety/trip hazards along existing footpath, also provide connections where missing segments may occur.   | Important | Long   | Council        | Primary and Secondary | \$        |



| Project   | Location  | Recommendations   | Rank          | Timing | Responsibility | Designation           | Cost Band |
|---|---|---|---------------|--------|----------------|-----------------------|-----------|
| <b>Swan Street New Footpath</b>                             | Swan Street (southern side) from Galah Street to Falcon Street                                      | Design and construction of new footpath on Swan Street.   | Important     | Long   | Council        | Secondary             | \$\$      |
| <b>Existing Lighting Audit and Improvements Stage 3</b>     | Falcon Street, Gull Street, Swan Street   | Audit, design and install footpath lighting along routes, as required.  | Important     | Long   | Council        | Secondary             | \$\$      |
| <b>Sandpiper Street Showgrounds Connection Improvements</b> | From Kite Street along Sandpiper Street to Showgrounds entry gates                                  | Extension of footpath from Kite Street to the Showgrounds entry gates and installation of footpath lighting. Extend the footpath into the Showgrounds.  | Important     | Long   | Council        | Primary               | \$\$      |
| <b>Kite Street and RV Parking Connection</b>                | From Sandpiper Street, along Kite Street, through the RV parking to connect to the highway crossing | Design and construction of new footpath on Kite Street, including crossing over Sandpiper Street and audit of crossing over the railway. Design and construction of footpath, fencing and drainage on the southern side of the parking lot. | Important     | Long   | Council        | Secondary             | \$\$      |
| <b>Existing Lighting Audit and Improvements Stage 4</b>     | Sandpiper Street and Kite Street  | Audit, design and install footpath lighting along routes, as required.  | Important     | Long   | Council        | Primary and Secondary | \$        |
| <b>Lioness Park Connections</b>                             | Improvements to kerb ramps from Bolton Clarke Pioneers Aged Care Facility to Lioness Park           | Rectification works to ensure compliance with all abilities, aged and dementia principles and guidelines.   | Important     | Long   | Council        | Secondary             | \$        |
| <b>Iningai Recreational Path</b>                            | Iningai recreational path   | Seating and path improvements/rectifications along the recreational path leading to Iningai Nature Reserve. (Shade trees not viable along this path due to flood constraints).  | Non-essential | Long   | Council        | Recreational          | \$        |
| <b>Public Toilets</b>                                       | Recreational path public toilets  | If the old roadhouse isn't established, public toilets in proximity to recreational paths to be investigated.   | Non-essential | Long   | Council        | Recreational          | \$\$\$    |
| <b>Wren Street and Bustard Street (West)</b>                | Wren Street from Landsborough Highway to Bustard Street and along Bustard Street to Ibis Street     | Design and construction of new footpath.  | Non-essential | Long   | Council        | Secondary             | \$\$\$    |
| <b>Bustard Street (East) and Cassowary Street</b>           | Bustard Street from Eagle Street to Cassowary Street and along Cassowary Street to Swan Street      | Design and construction of new footpath.  | Non-essential | Long   | Council        | Secondary             | \$\$      |
| <b>Ibis Street (South)</b>                                  | Ibis Street from Pelican Street to Owl Street   | Design and construction of new footpath.  | Non-essential | Long   | Council        | Secondary             | \$\$      |
| <b>Pelican Street (West)</b>                                | Pelican Street from Ibis Street to Wren Street  | Design and construction of new footpath.  | Non-essential | Long   | Council        | Secondary             | \$\$      |
| <b>Pelican Street (East)</b>                                | Pelican Street from Eagle Street to Cassowary Street  | Design and construction of new footpath.  | Non-essential | Long   | Council        | Secondary             | \$\$      |
| <b>Existing Lighting Audit and Improvements Stage 5</b>     | Wren Street, Bustard Street, Ibis Street, Cassowary Street, Pelican Street                          | Audit, design and install footpath lighting along routes, as required.  | Non-essential | Long   | Council        | Secondary             | \$\$      |

Table 10: Longreach WNP Priority Works Program

## 4.5 Non-Infrastructure Recommendations

Alongside infrastructure improvements to enhance walkability, the following non-infrastructure recommendations are suggested to further encourage increased walking and active engagement.

- » Aggressive dog behaviour has been identified by the community as a barrier to walking. It is recommended to continue to improve responsible pet ownership through delivery of the Longreach Animal Management Strategy, including: proactive services and initiatives that encourage responsible pet ownership; strategic initiatives to promote knowledge sharing and awareness around responsible pet ownership; and provision of pet-friendly facilities and spaces while maintaining public safety. Additionally, it was noted by the community that further initiatives and education could be completed to improve the culture of picking up after your dog (e.g. providing dog waste disposable bags or a Pick-Up Poo campaign).
- » Use of electric scooters in the shared pedestrian areas in the main street and motorbikes on the recreational paths is a potential risk and danger to pedestrians. It is recommended to engage with the police to develop strategies to limit electronic scooters and motorbikes in these areas.
- » Longreach has very active running and walking groups. To enhance active recreation in the community, it is recommended that these groups, including Park Run, be supported and promoted. Additional walking initiatives could be developed for the aged community through partnerships with Longreach Home & Community Care or Bolton Clarke Pioneers Retirement Living.
- » It is recommended that primary and secondary routes be clear of potential obstructions, including trailers/vehicles, overgrown trees, and dirt and gravel buildup.
- » Ilfracombe and Isisford to be considered for future Walking Network Plans.
- » Future connections to be considered for the Iningai Nature Reserve Walking Track. There is a future opportunity to establish signage and access from Curlew Road to the Gidgee track. This access has the potential to improve the tourism connection from the Australian Stockman's Hall of Fame and the Tourist Park.
- » Ensure continued promotion of recreational walks and destinations for tourists, including updated signage and maps.



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