



**MARANOA REGION  
WALKING NETWORK PLAN - INJUNE**

**NOVEMBER 2023**



### HEAD OFFICE

Suite 304/ 91 Murphy Street  
Richmond VIC 3121

p (03) 9698 7300

e [info@otiumplanning.com.au](mailto:info@otiumplanning.com.au)

w [www.otiumplanning.com.au](http://www.otiumplanning.com.au)

ABN: 30 605 962 169

ACN: 605 962 169

### LOCAL OFFICE

Level 1, 470 St Pauls Terrace  
Fortitude Valley QLD 4000

### CONTACT

Jason Leslie | Director

p 0437 334 375

e [info@otiumplanning.com.au](mailto:info@otiumplanning.com.au)

### OTIUM PLANNING GROUP OFFICES

- « Brisbane
- « Cairns
- « Melbourne
- « New Zealand
- « Perth
- « Sunshine Coast
- « Sydney

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*We acknowledge the traditional custodians of the lands on which our company is located and where we conduct our business. We pay our respects to ancestors and to Elders, past, present and emerging.*

*Otium is committed to national reconciliation and respect for Indigenous peoples' unique cultural and spiritual relationships to the land, waters and seas, and their rich contribution to society.*

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# 1. INTRODUCTION

Maranoa Region was successful in obtaining funding from the Queensland Government (Department of Transport and Main Roads) under the Walking Local Government Grants to develop a Walking Network Plan for Injune. The Walking Network Plan will support the Queensland Government vision of 'making walking an easy choice for everyone, every day' by developing a plan for the Injune community that creates a more walkable community and improves walking access to and around primary destinations with connected, comfortable, safe and accessible walking environments.

While the below plan has been developed for the town of Injune, the vision, guiding principles and standards can apply to any area within the Maranoa Region.

## 1.1. VISION

A vision has been developed for the Injune Walking Network Plan which is:

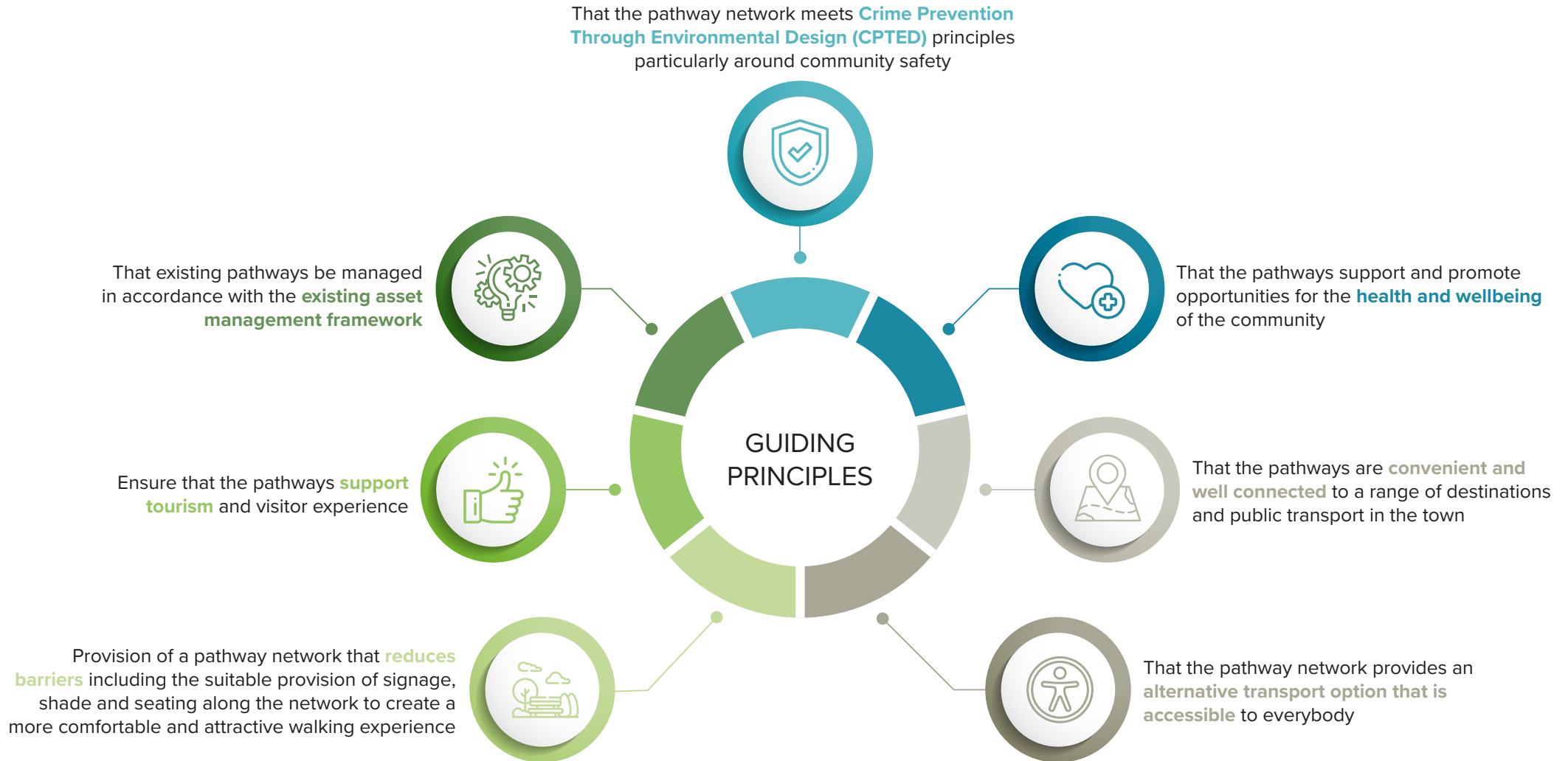
**Connecting destinations within the community by providing a safe, efficient, and accessible pathway network to create more walkable communities.**



Photo credit: [visitinjune.com.au](http://visitinjune.com.au)

## 1.2. GUIDING PRINCIPLES

A range of guiding principles have been developed to support the Walking Network Plan:



## 1.3. DESIGN STANDARDS

Several design elements need to be considered and included as part of the future design considerations and implementation of the Walking Network Plan. A range of standards have been developed by Department of Transport and Main Roads (TMR), with the key elements and details summarised below. Please note, the design standards identified below relate to new footpath developments as part of the Walking Network Plan. Existing footpaths that met standards under the Capricorn Municipal Development Guidelines (Maranoa Regional Council), should continue to be maintained under the existing asset management process.



### Street Furniture

Inclusion of street furniture including trees and planter boxes, signposts, rubbish bins, seats and tables, drinking fountains can all improve the walking experience. Where these are included, the design needs to try to ensure that it does not create a squeeze point by reducing width of the pathway.



### Grades and Surface Treatment

TMR has the following guidance for footpaths located within road reserves:

- « have a gradient of no steeper than 1 in 20
- « have a cross fall of no steeper than 1 in 40
- « have kerb cuts with appropriate kerb ramps
- « incorporate appropriate Tactile Ground Surface Indicators where necessary to ensure adequate safety and orientation at street crossings
- « have a pedestrian zone with a minimum clear width of 1.8m at the narrowest point and a minimum clear height of 2 metres with nothing encroaching into that envelope
- « be as smooth as possible without raised or cracked paving or tree root damage
- « have a slip resistant surface during dry and wet conditions.



### Signage

Including signage can assist with the following:

- « help people orientate themselves and easily find their way to their destinations
- « help people to move easily between transport modes
- « encourage the use of sustainable modes of transport
- « give people confidence to stray from the main tourist routes and explore more of the area.

Signs should comply with Australian Standard - AS1428.4.2



### Universal Design

The pathway network should adopt Universal Design principles to ensure the network is accessible for everyone, the principles are:

- (1) equitable use
- (2) flexibility in use
- (3) simple and intuitive use
- (4) perceptible information
- (5) tolerance for error
- (6) low physical effort
- (7) size and space for approach and use.



### Lighting

Ensuring locations are suitably lit (where appropriate) can assist in security and safety.

Lighting should comply with TMR endorsed guidelines including Australian Standard - AS1158:2020



### Shade

Inclusion of appropriate natural or built shade at regular intervals along the pathways improves comfort and walking experience.



### Crossings

TMR has a number of guidelines for crossings including an online Pedestrian Facility Selection Tool (Austroads) to assist in determining the most appropriate crossing. For unsignalised crossings, this can include:

- « pedestrian refuges
- « footpath/kerb extensions
- « zebra crossings
- « zebra crossings on slip lanes
- « wombat crossings (raised zebra crossings)
- « children's crossings
- « raised priority crossings
- « continuous footpath treatments (side roads)
- « grade separation.

## 1.4. STRATEGIC ALIGNMENT

The following key documents have been considered in the preparation of this Walking Network Plan.



### QUEENSLAND WALKING STRATEGY 2019-2029 – QUEENSLAND GOVERNMENT

#### Overview

Sets out a 10-year vision to make walking an easy choice for everyone, every day.

Includes 5 objectives

- « More walking more often
- « Our communities are planned to make walking enjoyable and convenient
- « Our streets and paths are welcoming, safe, connected and comfortable for all ages and abilities, and support vibrant local communities
- « Walking is an irresistible and easy choice, particularly for short transport trips, tourism, recreation and health
- « Walking is a high priority in policy and planning, delivered through partnerships and supported

#### Link to Walking Network Plan

Objectives and vision have guided the development of the vision and guiding principles for this Walking Network Plan.



### ACTION PLAN FOR WALKING 2022 – 2024 – QUEENSLAND GOVERNMENT

#### Overview

Outlines actions for the next two years under 4 key priority areas:

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

#### Link to Walking Network Plan

As part of the action plan, grant funding was provided to councils to prepare Walking Network Plans to improve walkability. Plans should focus on destinations such as public transport, schools and town centres.

## WALKING IN QUEENSLAND REPORT 2019 – QUEENSLAND GOVERNMENT



### Overview

This report provides an overview of the current levels of walking and provides a baseline for monitoring the progress of the strategy.

### Link to Walking Network Plan

Provides a range of baseline data that can be used to compare against the implementation of the Walking Network Plan.

## ASSET MANAGEMENT POLICY

### Overview

Provides guidelines to implement consistent asset management practices.

### Link to Walking Network Plan

Existing pathway network will continue to be managed and maintained in accordance with the Asset Management policy. Refer to Appendix A for detailed map.

## TRAILS STRATEGY 2009 – MARANOA REGIONAL COUNCIL

### Overview

The Trails Strategy outlines future development and maintenance of an integrated network of multi-use recreation trails throughout the Maranoa Regional Council area that provide quality recreational experiences and access to open space destinations. The Strategy proposes 15 trail projects.

### Link to Walking Network Plan

The Maranoa Regional Trails Strategy includes the following projects for Injune:

Project I – Injune Lagoon Walk Enhancements Project. Includes enhancing the existing walk trail around the Lagoon.

Project j – Heritage Trail Design and Development Project. Involves a new in-town heritage trail from the Visitor Information Centre.

Project k – Loop trail Design and Development Project. Involves a circuit or loop around the perimeter of Injune.



## 1.5. DESTINATIONS

### 1.5.1. Primary Destination

The primary destination for this Walking Network Plan is the town of Injune, in particular the **town centre on Hutton Street** (between First Ave and Fifth Ave) and ensuring connectivity between the range of secondary destinations.

### 1.5.2. Secondary Destinations

Several secondary destinations have been identified which are important locations that are regularly accessed by the community.

- « Hospital / Retirement Village
- « Injune State School
- « Showgrounds
- « Post Office
- « Newsagency
- « Pool
- « Cemetery
- « Visitor Information Centre
- « Memorial Hall
- « Parks
- « Sports Ground



## 1.6. COMMUNITY ENGAGEMENT

Options for new paths were often quite limited in the small townships and the proposed paths were based on pedestrian desire lines that were subsequently confirmed during the Walking Assessments. Local information and feedback were the main source for development of the proposed routes, as there is insufficient data available on the specific habits of walkers in our community.

The first part of the process included identifying the primary and secondary destinations for walkers around each town. This process was completed through discussions with key Council staff including Local Area Directors and Local Development Officers. These locally-based staff also liaised with residents to confirm the destination points in their community. These destinations were discussed and modified throughout the development of the Plan as well as during the Walking Network Audits.

Councils Local Development Officers and residents provided valuable information during the Walking Network Audits. As a result, the Plans were updated to reflect community input. Every proposed new pathway was either walked or driven on-site by a combination of Council staff, Otium representatives and residents. Some of the initial alignments were modified during the preparation of the Plans to best suit local conditions and road network with some of the roads currently not sealed, or without kerb and channel and local feedback regarding currently utilised networks.

Council conducted an online survey via Council's "Have Your Say" website to enable all stakeholders and community members to access and comment on the proposed Plans. The comments and feedback from the online survey were then assessed by Council and Otium. Where practical, the feedback was used to enhance the quality of the proposed future Walking Network.

## 2. WALKING NETWORK PLAN

The following map outlines the Walking Network Plan for Injune.



It shows the **existing pathway network including condition rating** (using recent Council audit data) and provides the proposed footpath network for the town.



The proposed plan has ensured that **all destinations can be accessed** via the network, and looped trails are included where applicable.



**Network importance ratings** have been provided for the new developments and these ratings have been determined giving higher priority to pathways closer to the primary destination.



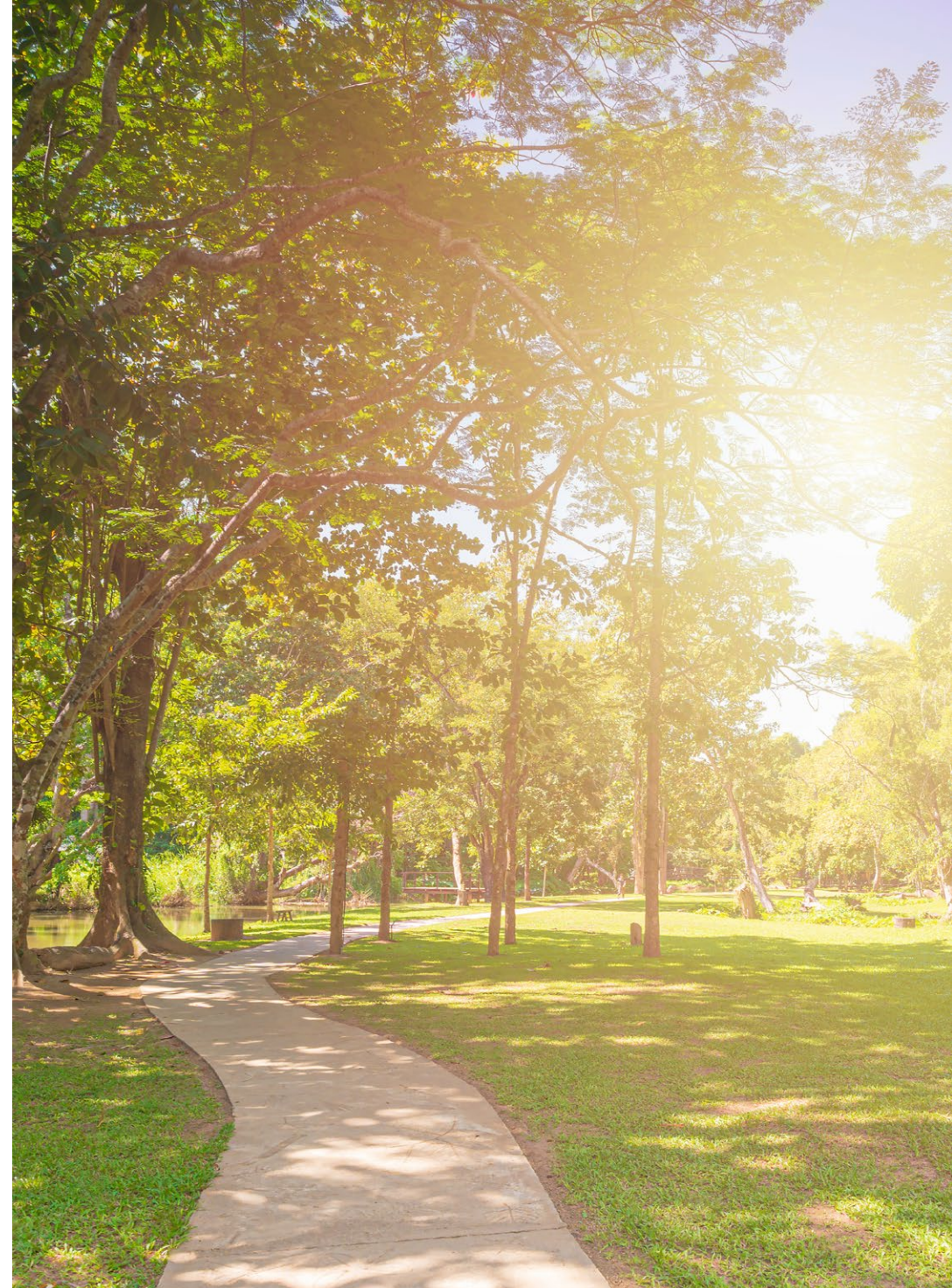
While the **guiding principles** have been used to develop the plan, the **cost to develop and maintain** the network has also been considered.

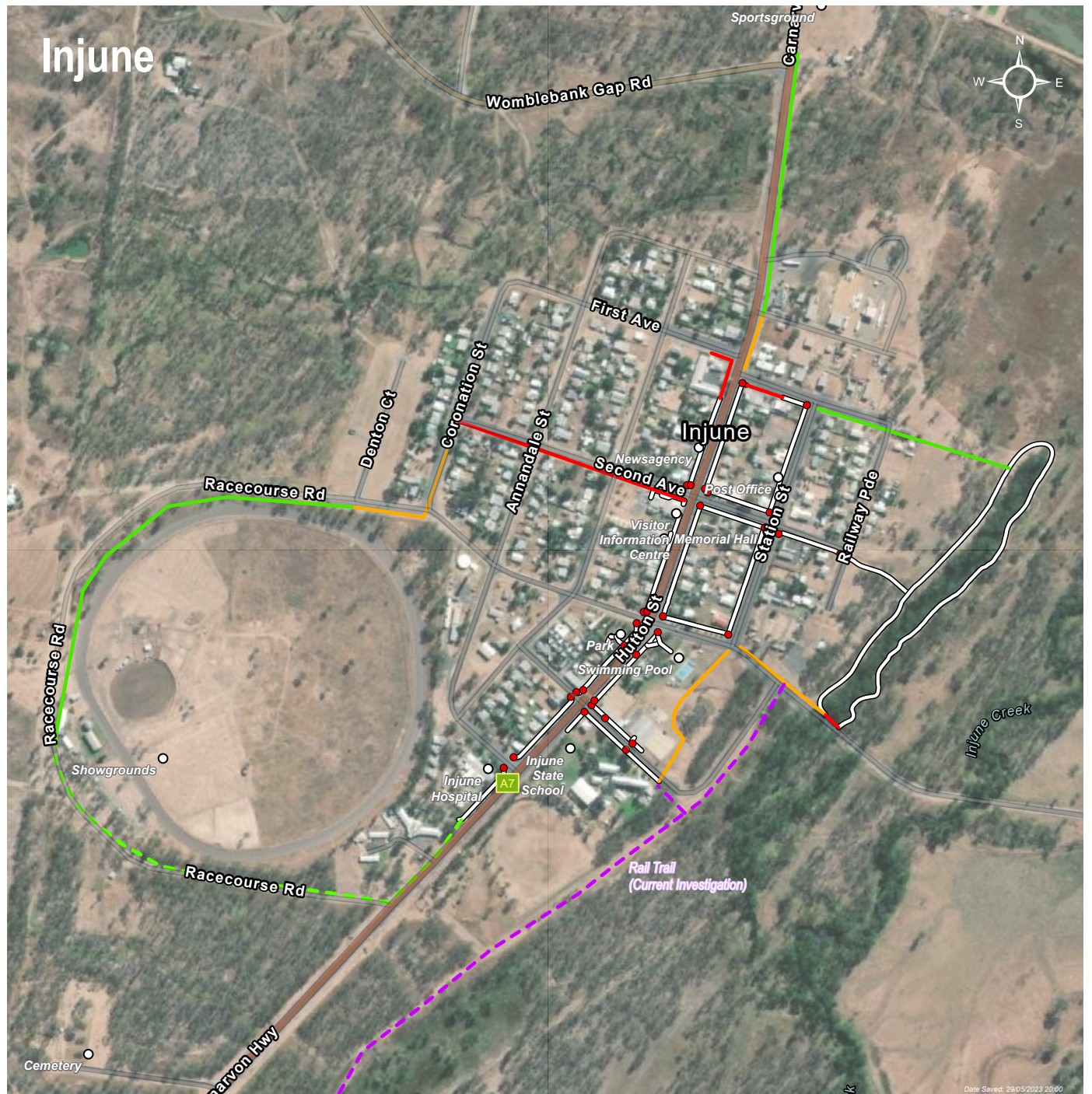


This is to try to **strike a balance** between the overall cost and delivering on the vision for the town.

Implementation of the Walking Network Plans will be subject to available funding including external funding opportunities.

Network importance ratings shown on the Walking Network Plan are a representation of the possible delivery within that particular Plan and should not be compared against other Walking Network Plans.





**Legend**

- Destinations
- Existing Pram Ramp
- Proposed New Footpaths**
- Network Importance
- High
- Medium
- Low
- - - Low - Alternative
- Existing Footpath Network**
- Existing Footpath Network



### 3. PRIORITISING THE IMPROVEMENTS – DEVELOPING AND IMPLEMENTING A PRIORITY WORKS PROGRAM

The Walking Network Plan provides a plan for the community for improving walking access to and around key destinations. This Plan and the various other Walking Network Plans across the Maranoa region will be utilised in the development of Priority Works Programs for the delivery of network improvements. This includes an assessment of new and existing pathways (see Appendix A for detailed map).

The prioritisation process includes three key aspects.



Some of the factors considered in the detailed prioritisation include.



**Effectiveness:**

- « Extent to which the user will benefit from the improvements
- « The degree or level of improvement delivered by the work
- « Contribution of the work to the overall network enhancement



**Strategic Fit:**

- « Relevance to target groups and end users (e.g. school students, elderly, and mobility impaired)
- « Classification of journey type (e.g. education, workplace and, recreation)
- « Importance Rating of the improvement works



**Deliverability:**

- « Value for money
- « Community expectation and acceptance
- « Risks and constraints (e.g. environmental impacts)

## 4. WARRANTIES AND DISCLAIMERS

The information contained in this report is provided in good faith. While Otium Planning Group has applied their experience to the task, they have relied upon information supplied to them by other persons and organisations.

We have not conducted an audit of the information provided by others but have accepted it in good faith. Some of the information may have been provided 'commercial in confidence', and these venues or sources of information are not specifically identified. Readers should be aware that the preparation of this report may have necessitated projections of the future that are inherently uncertain and that our opinion is based on the underlying representations, assumptions and projections detailed in this report.

Otium Planning Group's advice does not extend to, or imply, professional expertise in the disciplines of economics, quantity surveying, engineering or architecture. External advice in one or more of these disciplines may have been sought, where necessary to address the requirements of the project objectives. There will be differences between projected and actual results because events and circumstances frequently do not occur as expected, and those differences may be material. We do not express an opinion as to whether actual results will approximate projected results, nor can we confirm, underwrite, or guarantee the projections' achievability as it is impossible to substantiate assumptions based on future events.

This report does not constitute advice, investment advice, or opinion and must not be relied on for funding or investment decisions. Independent advice should be obtained in relation to investment decisions.

Accordingly, neither Otium Planning Group, nor any member or employee of Otium Planning Group, undertakes responsibility arising in any way whatsoever to any persons other than the client in respect of this report, for any errors or omissions herein, arising through negligence or otherwise however caused.



# APPENDIX A: DETAILED MAPPING

## Legend

- Destinations
- Existing Pram Ramp

## Existing Footpath Network

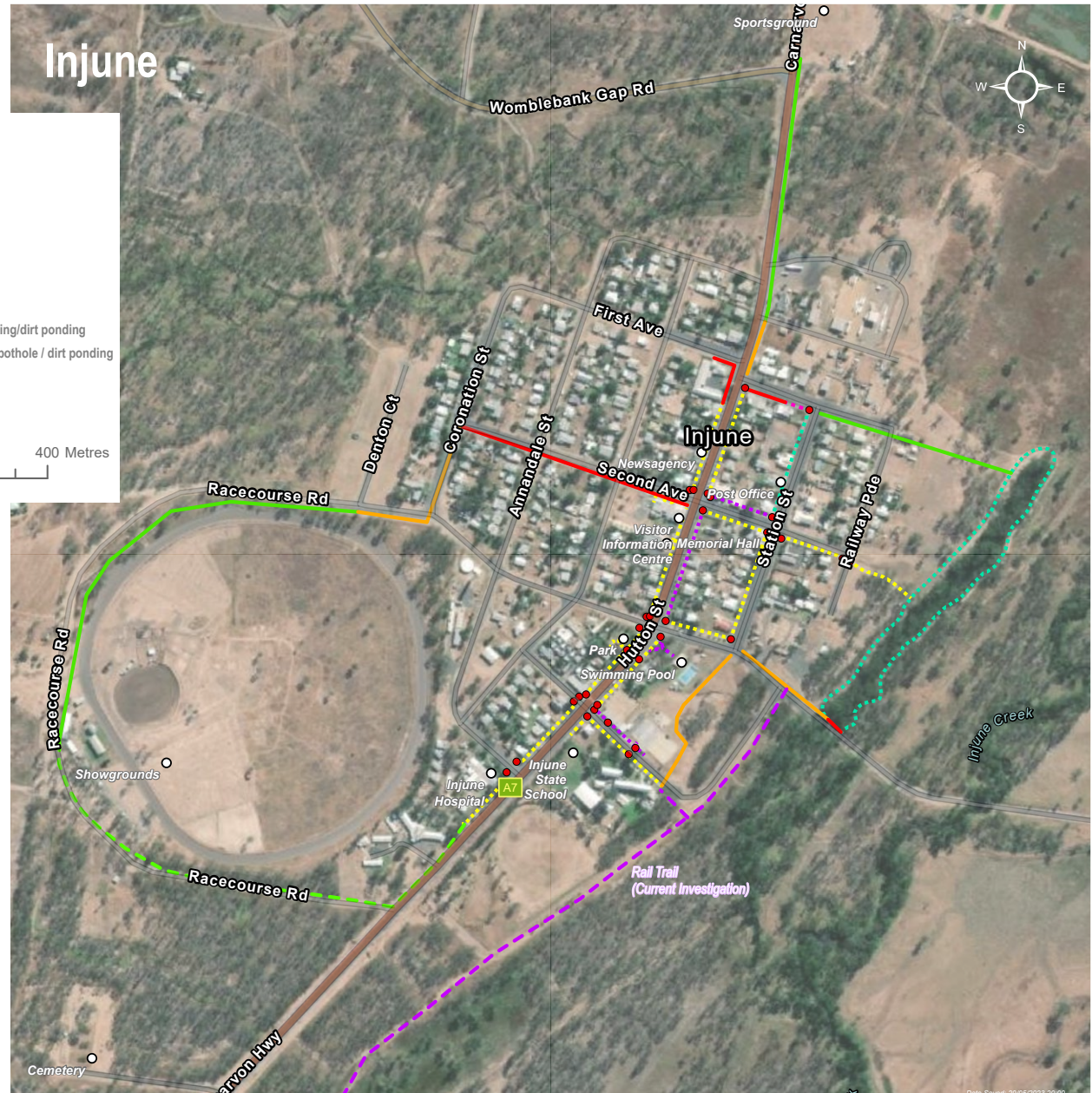
### Condition

- 0 - No condition audit information
- 1 - Excellent • New Condition • No defects by Area • No signs of wear and tear
- 2 - Good • Nearly new condition • Some signs of wear and tear • Minor cracking • Vertical displacement (<5mm)
- 3 - Fair • Small amount of wear • Moderate cracking • Vertical displacement (<25mm)
- 4 - Poor • Major wear • Uneven surface • Significant cracking • Vertical displacement (>20mm but <75mm) • Noticeable sinking/dirt ponding
- 5 - Very poor / Unserviceable • Significant wear • Regular significant cracking • Vertical displacement (>75mm) Significant pothole / dirt ponding

## Proposed New Footpaths

### Network Importance

- High
- Medium
- Low
- Low - Alternative





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