



Georgetown Walking Network Plan



Executive Summary

Walking is one of the most beneficial modes of transportation. A form of active transport, walking offers a broad range of health, environmental, economic and social benefits. Best suited for shorter trips, many people walk to local destinations such as shops, community facilities, parks or school. Walking is also the most common forms of physical activity in Queensland as it offers a low cost and accessible form of activity, enabling people to get active and moving.

The Queensland State Government believes every Queenslanders should have the opportunity to walk for transport, health and recreation. More people will walk when everyday destinations are connected by comfortable, direct, safe and accessible routes.

To achieve this, the State Government have developed Queensland's first walking strategy with 4 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.

Council has developed the Georgetown Walking Network Plan based on extensive community engagement to ensure that the plan is practical and prioritised in a way that aligns with community priorities. The primary and secondary routes and priority projects that have been identified through the development of this plan will facilitate more people walking and getting moving, more often, in and around Georgetown.

The community engagement process provided an overwhelming view that improving the Georgetown River Walk would provide the greatest benefit to the community as this recreational facility provides the most attractive walking route in Georgetown. Due to the climate of Georgetown most walking occurs early morning and late evening for recreation, while walking does occur within the town these trips are shorter and focused around the CBD. These shorter trip are also more weather dependent and influenced by the wet season and extreme summer heat whereas the River Walk is used all year round by residents for recreational walking. The River Walk also provides connection to the Georgetown Pool, Gym and Sports Ground offering the community other opportunities to get active and improve their health and wellbeing.

A variety of other projects that will improve the availability of walking opportunities and improve pedestrian safety have also been identified that once delivered will transform the walking experience in Georgetown.

Background

Etheridge Shire Council identified the need to improving waling infrastructure within Georgetown and sought funding though the Department of Transport and Main Roads (TMR) to develop a Walking Network Plan (WNP) & Prioiritised Works Program (PWP). The development of the WNP & PWP would identify and prioritise the improvements in walking infrastructure within Georgetown and enable Council to progress towards achieving its objective to improve walking and active recreation opportunities for its community.

The development of the WNP & PWP is consistent with several strategies in Council's 2021-2025 Corporate Plan, including:

- Review and update the comprehensive asset management strategy to support the monitoring, maintenance, replacement and enhancement of council's parks, garden and recreational facilities.
- Enhance and improve the aesthetics of each town.
- Advocate for funding for additional sport and recreation infrastructure.
- Support community development to expand and meet the growing needs of the region through infrastructure, income diversification and advocacy.

Objectives

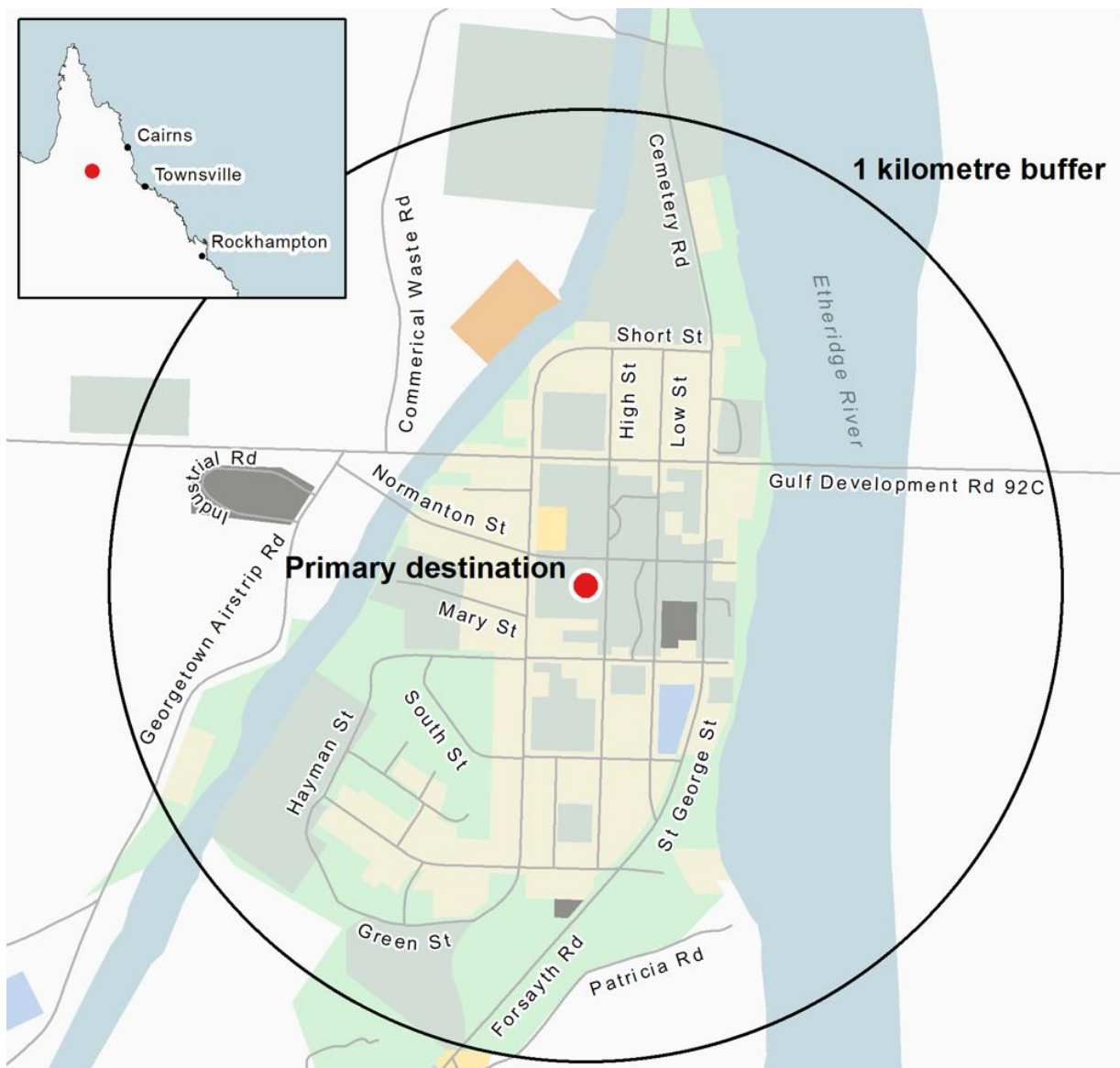
Council's objectives for walking and active recreation over the next 10 years are:

- To provide better access to active recreation, walking and cycling facilities.
- To provide a safe, connected, all weather pathway network suitable for all ages and abilities.
- To have walking and cycling as an easy choice, particularly for recreation, tourism and short transport trips.
- To develop a pathway network that improves access for visitors and promotes the natural amenity of Georgetown
- To deliver improved active recreation, walking and cycling facilities through partnerships and in a way that maximises the benefits to the community.

Study Area

The study area for this project is the town of Georgetown located on the Etheridge River in Far North Queensland, Australia.

Figure 1 – Study Area



About Georgetown

Georgetown is a town on the Etheridge River in Far North Queensland, Australia. The Gulf Developmental Road passes through the town, linking Cairns - 412 km to the east - and Normanton - 301 km to the west.

Georgetown is the administrative headquarters of the Shire of Etheridge, a local government area encompassing the nearby settlements of Mount Surprise, Forsayth and Einasleigh. At the 2021 census, Georgetown had a population of 215.

The Etheridge River was the site of a gold rush in the 1870s; the town of Georgetown was established on the site of the diggings. Originally known by the name Etheridge, the town's name was changed in 1871 to honour an early gold commissioner, Howard St George. By 1900 grazing had replaced gold mining as the region's primary source of income.

There are many interesting historical features in Georgetown, from the restored Shire Hall in St George Street (built in 1908 and restored in 1998), Savannah House, the restored ex-clerk of the Courts dwelling in the same street, the Masonic Temple, the Catholic Church (established in 1913), and the cemetery.

Georgetown is also home to the Ted Elliot Mineral Collection which was founded by the Etheridge Shire Council in early 2003. The collection is the work of one man and houses over 4500 mineral specimens. The centre also is an accredited Information centre and home to the 'Unearth Etheridge' display, showcasing the Shire's rich geographical and historical past.

The Etheridge Heritage Park has been developed in the centre of town and has a free electric BBQ amongst shaded trees with a modern public toilet block including a baby change station. There is also a signed walk around the town which is the 'Georgetown River Walk'. This walk is ideal to unwind or to take in our local flora and fauna and native bird life but requires improvement due to significant flood damage.

Georgetown hosts a number of regional country activities including a Camp Draft, Rodeo, Bush Races Bushman's Ball, Debutante Ball, Various Fetes and Sporting Events.

Development of the Draft Walking Network Plan

The overarching objective of developing a WNP is to provide an improved pedestrian environment that encourages more people to walk for more often for exercise, recreation and short transport trips. The Department of Transport and Main Roads (TMR) have provided guidance to support Councils to develop a WNP and PWP.

Process

Development of a WNP requires consideration of a number of key steps. The process seeks to identify the most direct routes to connect people from their places of residence to a primary destination as well connecting people from other secondary destinations to the primary destination. Consideration of recreational walking opportunities, local factors such as climate and community feedback are also factored into the planning process to ensure that the plan identifies the routes that have the greatest potential to deliver on Council's objectives and create the most benefit to the community. Figure 2 outlines the process used to create a WNP 7 PWP.

Figure 2 – WNP &PWP development process



Primary Destination - Georgetown Primary Health Clinic (PHC)

The primary destination used to develop the Georgetown WNP is the Georgetown Health Clinic is located on Normanton Street. The clinic is the main health and medical service for Georgetown and surrounding areas. It delivers a number of community health services such as immunisations, complex care coordination, wound care and telehealth. The clinic also has limited emergency care facilities and a hospital based ambulance.

The Clinic is open Monday-Friday between 9:00am-12:00pm and 2:00pm-4:00pm and on weekends & Public Holidays between 10:00am-12:00pm.

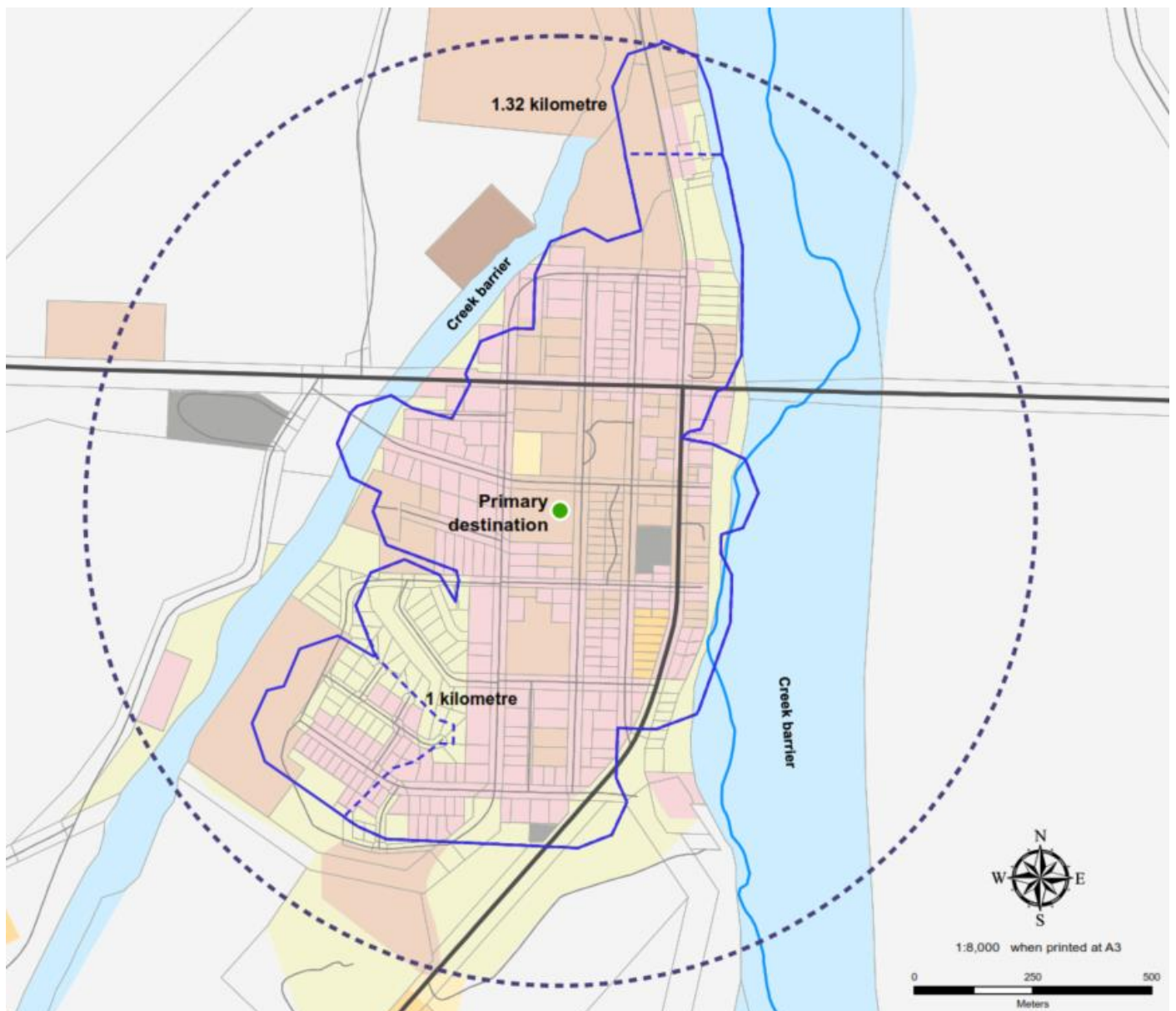
As the clinic is the only medical facility within town it sees significant visitations from locals and visitors to the region.

The central location of the PHC within Georgetown enabled improved walking opportunities to be considered throughout the entire township.

Walkable Catchment

Mapping the walkable catchment identifies the likely catchment that people will walk to the primary destination from surrounding areas. International research shows that pedestrian trips for the purposes of transport are likely to extend up to 20 minutes (approximately 2 kilometers) to and from a destination. Beyond this distance the number of people who are willing to walk for transport decreases significantly. As Georgetown is a relatively compact rural town a 1 and 1.3km (maximum) catchment distance was used, see figure 3. The walking catchment includes the whole township and with the central location of the PHC all options to deliver of Council’s objectives for walking were considered in this project. The main walking barriers within the walkable catchments are the waterways that surround the township.

Figure 3 Walkable Catchment of the Georgetown Primary Health Clinic including walking barriers.



Population Profile & Mapping

The population of Georgetown in the 2021 census was 215. There are a few vacant parcels of land within the township that could accommodate growth and beyond this there is land on the southern fringe to the current township which could support additional growth.

Council expects to see an increase in population as gold prospecting and mining grows. Laneway Resources has recently commenced a \$2.5m refurbishment of the Georgetown gold production plant. Planned expansion in the agriculture industry is expected to significantly reverse population numbers as the Shire's economic drivers grow and diversify.

Council also has developed a masterplan for an Independent Living Facility for the Aged consisting of 2-3 stages of 4-6 units per stage. This development is located on the southern fringe of town on lot 5SP206970 and connection of this future facility to the Primary Health Clinic and CBD is a high priority for Council and an essential part of this development.

The anticipated reopening of the Midway Roadhouse & Caravan Park (located on the Guld Developmental Road) will provide increased economic activity providing a base for tourists and workers throughout the year.

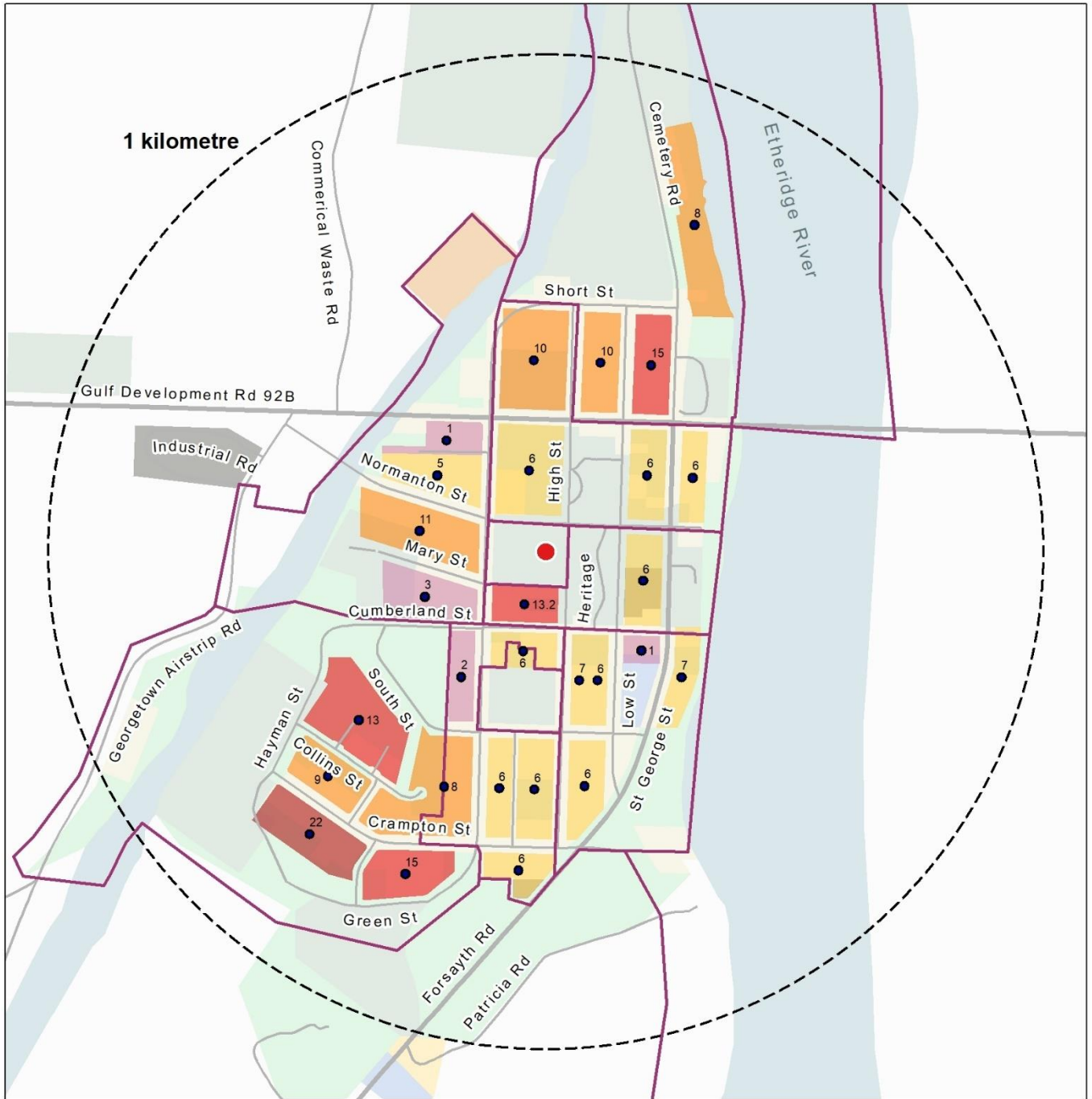
Population Mesh Block Data

The 2021 Census data available for Georgetown is broken into nine mesh blocks as shown in Figure 4 and outlined in Figure 5. Mesh Blocks of this size are too big to generate trip data that would be useful for the analysis required in developing the WNP. More granular population mesh block data was created by using aerial imagery to count the number of dwellings within each Census mesh block and then distributing the Census mesh block population into the detailed mesh blocks. Where known outliers such as motels, hostels and other forms of housing that were known by Council to be above average the population data was adjusted to reflect this knowledge but remain consistent with the overall Census data. Detailed mesh blocks used for modelling are shown in figure 6.

Figure 4 2021 Census Mesh Blocks and populations for Georgetown

Census Mesh Block	Population
30249970000	33
30249980000	28
30249960000	21
30249910000	59
30249920000	34
30249930000	27
30249900000	0
30249950000	13
30249940000	0
Total	215

Figure 5 –Population Mesh Blocks



Georgetown Walking Catchment and ABS Mesh Blocks

- Primary Destination
- Mesh Block Centre Point
- Major Roads
- Local Roads
- ABS Mesh Blocks
- Estimated Population**
- 0 - 3
- 4 - 7
- 8 - 11
- 12 - 15
- 16 - 22



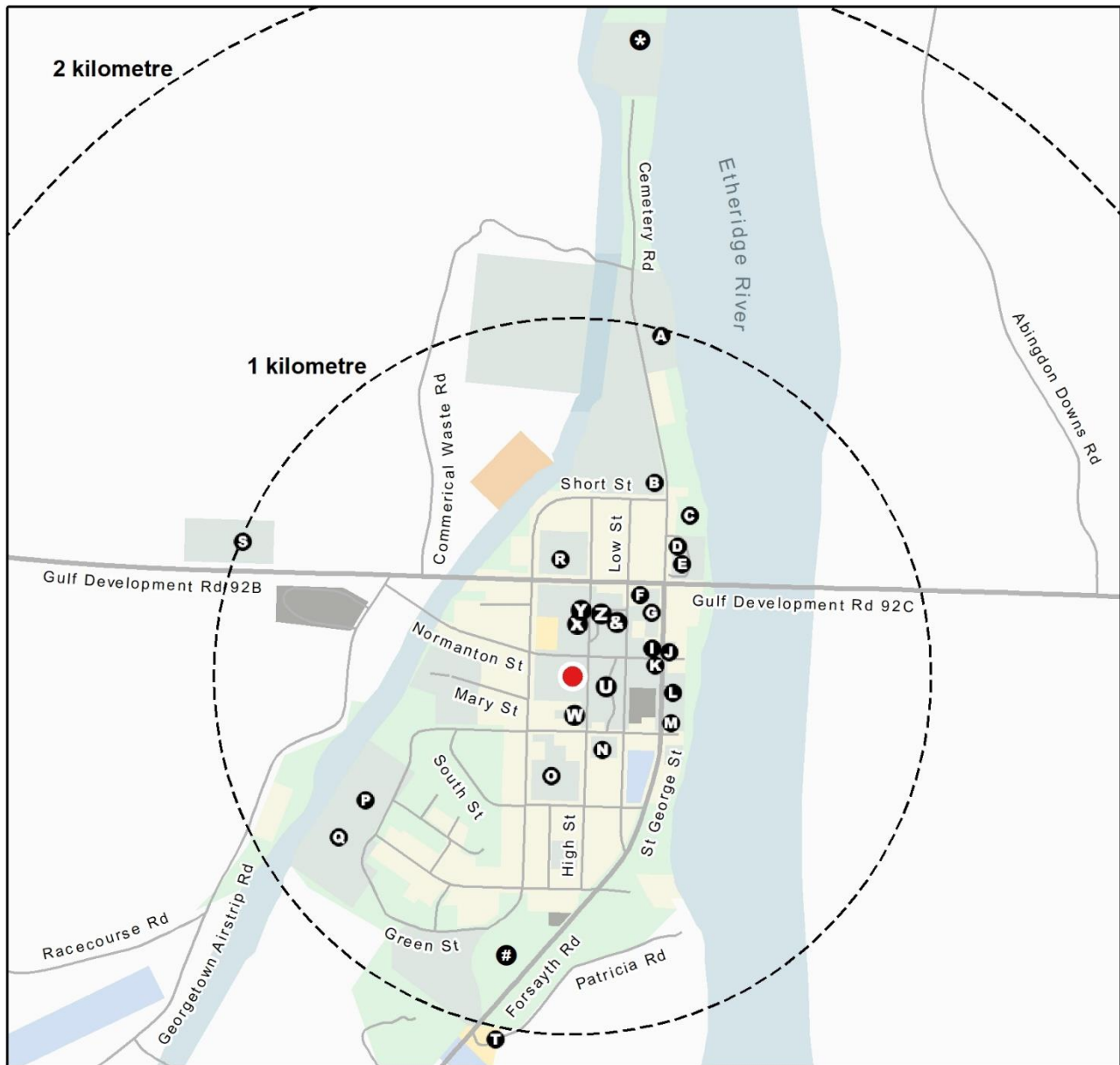
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© Australian Bureau of Statistics Mesh Blocks - 2021, accessed 28 March 2023. Land Use Mapping - Current, © State of Queensland (Department of Environment and Science) 2023.

Secondary Destinations

Within Georgetown there are a number of secondary destinations that are attractors and trip generators for locals and visitors. The secondary destinations map shown in Figure 6 highlights all the secondary destinations within Georgetown. For the purpose of analysis trips between secondary destinations and the primary destination also included consideration of the interaction with the CBD. This approach was taken on the basis that the primary destination being a health clinic might not capture the highest number of walking trips and by including the CBD a more representative model would be produced.

Figure 6 Map of Secondary Destinations



Georgetown Secondary Destinations

- | | | | |
|---|--|--|--------------------------------------|
| A Georgetown Golf Club | I Georgetown Rural Supplies | P Gregg Bethel Memorial Football Oval | W CWA |
| B Goldfields Caravan Park | J Georgetown Butcher | Q Rodeo & Campdraft Grounds | X QGAP |
| C Georgetown Sports & Recreation Centre | K Wenaru Hotel | R Midway Roadhouse & Caravan Park | Y Police |
| D Swimming Pool | L Coucil Chambers, Shire Hall, Public Amenities | S Latara Hotel Motel | Z Peace Monument Garden |
| E Greens Park | M Gulf Savannah NRM & NWRH | T Water Tower & Lookout | & TerrEstrial Centre |
| F Travellers Tavern & Tyre Shop | N Child Care, Student Hostel | U Heritage Park | # Future Independent Facility |
| G Roadhouse, Bendigo Bank, Post Office, Grocer | O Georgetown State School | V Primary Health Centre | * Cemetery |

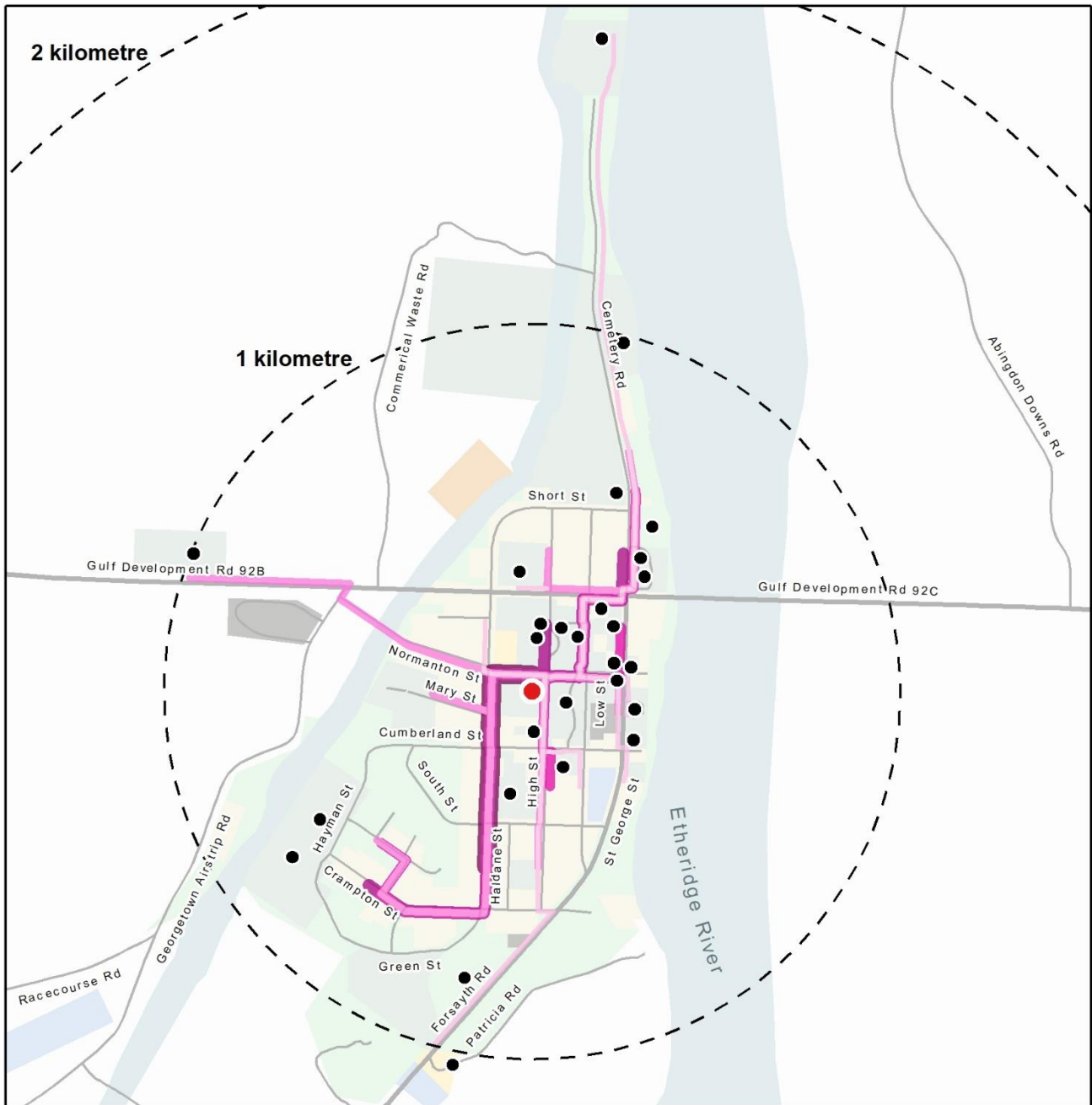


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Shortest Route Mapping

The detailed population mapping and secondary destination mapping were used to inform spatial analysis using a Geographic Information System (GIS). This analysis mapped the trips between the population mesh block and secondary destinations to the primary destination. Figure 7 shows the results of this analysis which was used to inform stakeholder engagement and the identification of primary and secondary routes.

Figure 7 – Shortest Route Mapping



Georgetown Shortest Routes

- | | | |
|-------------------------|------------|----------|
| ● Primary Destination | Trip Count | 21 - 30 |
| ● Secondary Destination | 0 - 7 | 31 - 59 |
| — Major Road | 8 - 20 | 60 - 108 |
| — Local Road | | |



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Stakeholder Engagement

Stakeholder Engagement was a key component in the development of the WNP and PNP. Council wanted to ensure that the recommendations of WNP & PNP were based on a systematic approach but were also practical and reflected the sentiments and priorities of the community. Ensuring that the final primary pathway network and priority projects would create infrastructure that will be valued and used by the community was considered to be critical.

The aims of the stakeholder engagement included:

- General promotion of the importance walking and getting active
- Understanding what can be done to get people in the community walking and moving more often
- Understanding how the Community currently perceive walking and potential future opportunities
- Understanding where the community feels unsafe when walking
- Assisting with the identification of the priority pathway network and project prioritisation process

Being a relatively small, well connected community with an ageing population a face to face engagement approach with primary stakeholder groups was considered the best way to generate interest in the WNP and gain the desired feedback. Many of Georgetown residents have lived in the town for many years and are very familiar with the walking environment and the history of the town.

Stakeholders

Early in the project a stakeholder register was developed to ensure that a wide variety of feedback was sought from the community of Georgetown. Figure 8 details the list of stakeholders that were identified as well as whether they were primary or secondary stakeholders and the method of engagement that was used.

Figure 8 – Stakeholder Register

Stakeholder	Primary / Secondary	Method of Engagement
Georgetown Primary Health - staff	Primary	Face to face and review draft maps
Council Staff – key stakeholders. Works Manager	Primary	Face to face and teams. Review draft maps.
School Principal School P&C	Primary	Face to face and review draft maps P&C meeting – review draft maps
Etheridge Cares – aged care provider	Primary	Face to face and review draft maps
VIC staff	Primary	Face to face and review draft maps
General Community	Secondary	Information Flyer at Public Health Clinic
Little Gems Daycare	Primary	Face to face and review draft maps
Hostel	Primary	Face to face and review draft maps
Georgetown Progress Association	Primary	Phone Call – Review draft maps at Association Meeting
TMR	Primary	Email/MS Teams meeting

Community Survey

Early in the project development an opportunity to promote the project and gather initial feedback was identified by Council. A lifelong learning session for seniors to improve their skills with technology was hosted by Council on 20th August 2022.

Although the development of mapping and desktop analysis had only just commenced the opportunity to gain some early feedback was pursued. A simple flyer with some questions was produced and circulated at the event and also at other less formal community meetings both before and after the event. In total 10 responses were received.

This initial feedback assisted in being able to focus the field assessments and also informed the future engagement with the primary stakeholders.

Stakeholder Feedback

The stakeholder engagement process was very successful. Interest and participation in the project was high and feedback was relatively consistent. 8 conversations were had and 10 written survey responses were received, many of the conversations were with representatives of groups/agencies which represented a significant portion of the community.

A workshop with Councillors and senior Council staff allowed for additional feedback into the walking network plan and included input regarding incorporation of Council's strategic priorities and community priorities based on feedback to Councillors.

In addition to face to face engagement a draft version of this report was provided for public comment with feedback incorporated into the final draft.

As a result of the engagement process stakeholder feedback was collated and displayed graphically in Figure 9. Highlights, Key Challenges and Key Opportunities that were identified by stakeholders are detailed below. A summary of feedback from individual stakeholders is located in Appendix 2.

Figure 9 – Stakeholder Feedback



Highlights

Generally feedback was consistent with the below themes being common:

- The prioritisation of recreational walking opportunities is important for tourists and locals. The River Walk is well used but requires improvement to make it more accessible and improve safety following recent flooding.
- The crossing of the Gulf Developmental Road is a key issue
- Connection from the PHC to Heritage Park and the CBD is important
- People reported that they will more likely walk for recreational purposes and to access recreational and social facilities (Golf Club and Latara Motel Restaurant) than walk to work or access services.
- There are a large number of families living in the southern end of town and plans to develop an independent living facility
- Burrs and goats head prickles – get stuck in shoes/bike tires meaning more paths are needed to encourage walking and cycling

Key Challenges

Key challenges that were identified by a number of stakeholders included:

- Wide roads widths create significant distances for pedestrians to cross with 15-20m road widths common
- Limited street lighting
- Vehicles speeding coming into town on the Forsayth Road
- Crossing grids on foot and walking across the road bridge to get to Latara (GDR)
- Interaction with heavy vehicles including swept paths of heavy vehicles (GDR and Forsayth Road)
- Existing pram ramps often don't have receiving ramps
- Limited parking controls signage or physical restriction to protect crossing locations (not a significant issue as streets are quiet most of the time)
- Limited shade trees in newer areas (opportunity to establish now for future)
- Burrs and goats head prickles

Key Opportunities

Key opportunities that were identified by a number of stakeholders included:

- The River Walk is 5km an ideal length for recreational walking.
- The River Walk connects with Council's Pool, Gym Facility and Sports Grounds which collectively can provide a facility that facilitate the top 5 physical activities in Queensland.
- There is also the opportunity to develop an annual 5km, 10km and half marathon even using the Riverwalk Track. With the proximity of the Georgetown Pool and surrounding road network a triathlon based event could also prove popular.
- Generally wide and open verges with limited vegetation blockages will make construction of new pathways relatively simple and cost effective
- The road network is generally in a grid patten with good opportunity to provide connections and link with the River Walk
- Some significant shade trees in more established areas
- Safe community, relatively low speeds and traffic volumes (other than GDR and Forsayth Road)

Department of Transport and Main Roads Feedback

The Gulf Developmental Road and the Forsayth Road that run through Georgetown are State Controlled Roads managed by the Department of Transport and Main Roads (TMR). The TMR Cairns office provided input into the WNP relevant to the State Controlled Roads within the study area. Feedback provided included:

- A pedestrian refuge should be provided on the western and southern leg of the Gulf Developmental Road / Forsayth Road Intersection.
- Council should consider including a formalised connection to the Latara Motel via Normanton Street as part of their identification and assessment of routes to be included in the Georgetown Walking Network Plan.

TMR advice was welcomed and included into the network planning process.

Georgetown River Walk

With studies demonstrating that walking for recreation is the most common reason people walk the Georgetown River Walk and access to this walk has been considered in a similar way to other secondary destinations. While the riverwalk encircles the town it was a key consideration of Council to ensure that this locally iconic walk is highlighted and accessible to the community and visitors to Georgetown. This walk was established in the early 2000s and featured wayfinding signage to direct locals and visitors around the 5km circuit.

The River Walk currently provides an attractive option for recreational walking however since its original construction much of the wayfinding signage has deteriorated and the track has suffered damage due to major flooding. The track is now predominantly a formed track of varying grade and cross section. Even in its current form the track is well used by locals and visitors as it offers a walking experience that is mostly well shaded with high degrees of natural amenity.

Feedback from stakeholder engagement indicated that developing the River Walk would contribute significantly to the overall health and wellbeing of the community by providing a safe and relaxing walking trail. Given the natural shading and visual amenity available on the River Walk it is considered that many people will use this route as part of other walking trips even though it may be longer than more direct alternatives. Identification of shorter walks within the River Walk circuit that allows pedestrians to get on and off the River Walk at more frequent intervals and connecting to the network of future paths will improve opportunities for all forms of walking.

Improving the River Walk and connectivity with Heritage Park exercise equipment will inspire activity with places and spaces that invite an active lifestyle.

Future opportunity exists to add interpretative signage for flora & fauna, as well as community art pieces which will contribute to tourist & visitor experience.

Primary & Secondary Routes

Following the spatial analysis and community engagement the proposed pathway network was classified into 3 categories being: Primary, Secondary and Special – CBD. This categorisation allows Council to identify parts of the future pedestrian network that will benefit the greatest number of pedestrians.

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. In identifying the primary network Council also considered the Principal Cycle Network (see appendix 3) which defines priorities for improved cycling infrastructure.

Secondary Routes will typically carry less pedestrians and mainly function to connect users to the primary network.

Special – CBD paths will typically see high numbers of pedestrians and while often functioning as part of the primary network also need to provide additional amenity and features due to their location within the CBD.

Figure 10 Primary and Secondary Routes



Georgetown Pathway Priorities

Legend

- | | |
|--|-----------------|
| ● Primary Destination | Priority |
| — Major Roads | — Primary |
| — Local Roads | — Secondary |
| ⊞ Walking buffer | — CBD Special |



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Desired Level of Service

Council has developed a desired level of service for those routes identified as primary and secondary routes. The desired level of service shown in Figure 11 establishes an agreed standard of provision for the pedestrian environment. A hierarchical based approach has been used however variations of the levels of service may be need to meet specific project requirements. The identified standards have been used for the development of estimates in the PWP.

Council has previously undertaken a Master Plan for the main CBD area along St George St (Forsayth Road). Due to the more complex issues associated with a master planned street scape a classification of Special has used to identify sections of the pedestrian network that will require additional planning and design effort to accommodate the requirements of the Master Plan.

Figure 11 – Desired Standard of Service for new pathways

Hierarchy Classification	Pathway Standard	Other Features
Primary	2.5m concrete shared path*	Street Trees – one every 10m, Seating – every 250m (under trees), lighting on routes with high night usage. Wayfinding signage.
Secondary	2.0m concrete path	Street Trees – one every 20m, Seating – every 500m (under trees). Wayfinding signage directing users to primary pathways.
Special – CBD	Dependent on future master planning	Dependent on future master planning

*The River Walk Path will be constructed within the waterway area of the Etheridge River. The path will follow the existing alignment and be constructed within the footprint of the of the current track. The current track has been subject to significant damage due to flooding and in some areas of the path erosion caused by flooding has already required relocation of the path. Due to the potential for scour a more robust construction standard will be required for the River Walk, see appendix 4.

Priority Works Program

The walking network plan identified a total of 9.9km of new pathways and various other improvements to be made to walking facilities within Georgetown. In developing the Priority Works Program (PWP), it was considered critical by Council to place high importance on factors that are relevant to the community of Georgetown. Council’s focus is prioritise projects that will see more people walking and getting active more often.

A high level ranking was applied based on the criteria listed in Figure 12.

Figure 12 Ranking Criteria

Essential	Important	Non-essential/ Other Improvements
Safety related (footpath provision on streets classified as greater than Collector, crash, or hazardous location, speed limit reviews, lighting)	Works that encourage walking (crossings at desire lines, seating/street furniture/ de cluttering of path area)	Art installations
Accessibility (provides access for people with disability)	Wayfinding	
Missing links and crossings	Footpath widening	
Removal of trip hazards	Pavement upgrades for amenity; Street trees	

Each project was also assessed for its priority against other projects based on the criteria listed in figure 13.

Figure 13 Priority Criteria

Priority	Description
1	Essential and primary route; items raised by community
2	Essential and secondary route; important and primary route
3	Important, secondary route or non-essential
Other	Ongoing works or requiring significant works/ time/ cost to realise

Timing

Each project Figure 14 identifies the timing categories that have been applied based on stakeholder feedback and priority. Timeframes are indicative and will be largely driven around available funding for each of the specific projects within the works program and local factors relevant at the time. The projects detailed in the PWP will be completed in accordance with Council’s Long Term Asset Management Plan and Long Term Financial Plan to ensure infrastructure and financial sustainability. Based on the total value of projects identified, Council will be unable to fund all projects detailed in the PWP in its current 10 year Long Term Financial Plan. The PWP provides a basis for prioritising walking infrastructure projects and to help leverage grant funding.

Figure 14 Timing Categories

Immediate	Short term (Priority 1)	Medium Term (Priority 2 & 3)	Long Term (All other)
within 12 months	1-3 years	3-5 years	5-10 years

Other Improvement Opportunities

Council's existing pathway network is in relatively good condition however has a number of improvements that could be made in terms of pathway width, kerb ramp grades and tactile markings. The feedback from the stakeholder engagement process didn't highlight that any of these issues were stopping people from walking or creating significant concerns within the community. Based on this feedback it is recommended that Council upgrade pathway widths, pram ramps and tactile markers progressively as pathways require replacement due to age and poor condition. Should additional feedback on issues be provided from the community in future Council should consider isolated improvements if deemed necessary at the time.

Estimated Cost Range

To provide Council and the community with a high level appreciation of the costs involved with each of the projects listed in the PWP cost ranges have been applied to each of the project based on Table 15. These cost estimates should be considered as high-level strategic cost estimates for the purposes of developing the program and require further investigation through the future phases of individual project development (planning to detailed design and construction phases) to refine the costs.

Figure 15 Project Cost Ranges

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

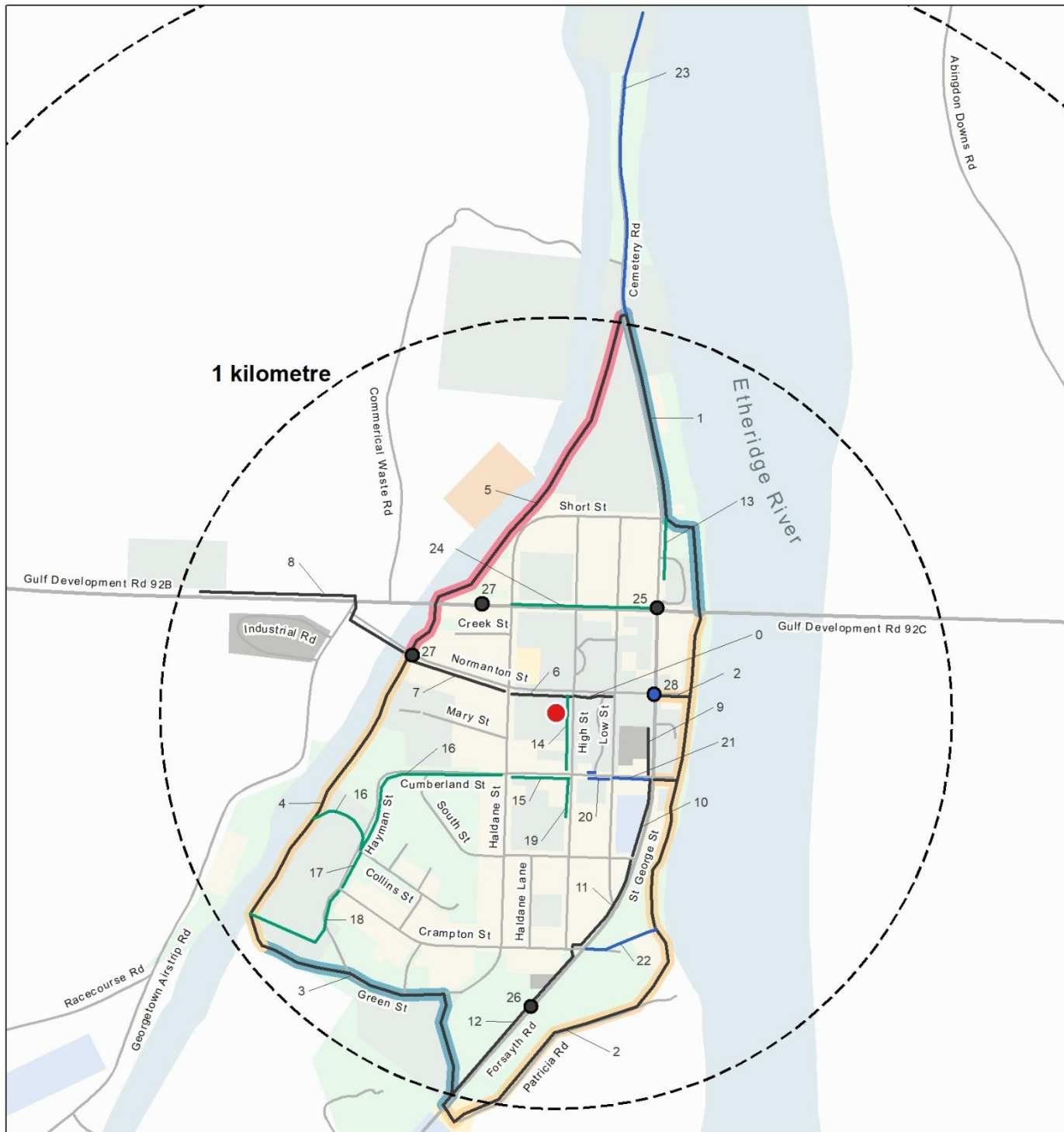
Priority Projects

To develop the priority works program an assessment of each primary pathway and those secondary pathways that were highlighted during stakeholder engagement against the abovementioned criteria. A number of other improvement opportunities that were also identified were included in this assessment. This process resulted in the priority works program shown in table form in Figure 18 and mapped in Figure 19.

Figure 18 –Priorities Works Program - Table

Map Reference	Type	Location	Recommendation	Rank	Timing	Responsibility	WNP Route Designation	Cost Band
0	New Path	Normanton Street High St to Low St	Install new path to provide connection across northern end of Heritage Park. Include adjustment to alignment of path from bridge to the north of Normanton St. Includes crossing of large open channel. Consider masterplan for area.	Essential	Short Term	ESC	Primary	\$\$
1	New Path	Riverwalk Greens Park to Golf Club	Install new shared path including scour protection to provide active recreation walking route. Includes connection through Greens Park and Under GDR.	Essential	Short Term	ESC	Primary	\$\$\$\$
2	New Path	Riverwalk Greens Park to Lookout	Install new shared path including scour protection to provide active recreation walking route. Including upgraded connection to Normanton St/St George St and Cumberland St/St George St.	Essential	Short Term	ESC	Primary	\$\$\$\$
3	New Path	Riverwalk, Rodeo Grounds to Lookout	Install new shared path including scour protection to provide active recreation walking route.	Essential	Short Term	ESC	Primary	\$\$\$\$
4	New Path	Riverwalk Normanton St to Rodeo Grounds	Install new shared path including scour protection to provide active recreation walking route.	Essential	Short Term	ESC	Primary	\$\$\$\$
5	New Path	Riverwalk Golf Club to Normanton Street	Install new shared path including scour protection to provide active recreation walking route.	Essential	Short Term	ESC	Primary	\$\$\$\$
6	New Path	Normanton Street Haldane St to High St	Install new shared path on southern side of Normanton St. Will improve safety as motel guests wont need to use GDR road bridge.	Essential	Short Term	ESC	Primary	\$\$
7	New Path	Normanton Street Western Grid to Haldane St	Install new shared path on southern side of Normanton St. Will improve safety as motel guests wont need to use GDR road bridge.	Essential	Short Term	ESC	Primary	\$\$
8	New Path	Lalara Motel to Riverwalk via Normanton St	Install new shared path on southern side of Normanton St. Will improve safety as motel guests wont need to use GDR road bridge.	Essential	Short Term	ESC	Primary	\$\$\$\$
9	New Path	St George Street Existing Path to Cumberland St	Install shared path on western side of St George Street (Forsayth Road). Timing to coincide with indepenet living project.	Essential	Short Term	ESC	Primary	\$\$
10	New Path	St George St Cumberland St to South St	Install shared path on western side of St George Street (Forsayth Road). Timing to coincide with indepenet living project.	Essential	Short Term	ESC	Primary	\$\$
11	New Path	St George St South St to Crampton St	Install shared path on western side of St George Street (Forsayth Road). Timing to coincide with indepenet living project.	Essential	Short Term	ESC	Primary	\$\$
12	New Path	St George St Crampton St to Riverwalk	Install shared path on western side of St George Street (Forsayth Road). Timing to coincide with indepenet living project.	Essential	Short Term	ESC	Primary	\$\$\$
13	New Path	St George Street Greens Park to Short St	Install shared path on Eastern side of St George Street (Forsayth Road). Connecton to River Walk pool and rec centre.	Essential	Medium Term	ESC	Primary	\$\$
14	New Path	High Street Normanton St to Cumberland St	Install shared path on southern side of High St.	Essential	Medium Term	ESC	Primary	\$\$
15	New Path	Cumberland St Haldane St to High St	Install shared path on southern side of Cumberland St.	Essential	Medium Term	ESC	Primary	\$\$
16	New Path	Cumberland St Haldane St to Collins St	Install shared path on southern side of Cumberland St.	Essential	Medium Term	ESC	Primary	\$\$\$
17	New Path	Hayman St Collins St to Crampton St	Install shared path on western side of Hayman St.	Essential	Medium Term	ESC	Primary	\$\$\$
18	New Path	Hayman St Crampton St to Riverwalk	Install shared path on western side of Hayman St.	Essential	Medium Term	ESC	Primary	\$\$\$
19	New Path	High Street Cumberland St to Existing Path	Install shared path on western side of High St.	Essential	Medium Term	ESC	Primary	\$\$
20	New Path	Cumberland St Existing Path to Low St	Install shared path on southern side of Cumberland St.	Essential	Long Term	ESC	Primary	\$
21	New Path	Cumberland St Low St to St George St	Install shared path on southern side of Cumberland St.	Essential	Long Term	ESC	Primary	\$\$
22	New Path	Crampton St Riverwalk to St George St	Install shared path on northern side of Crampton St.	Essential	Long Term	ESC	Primary	\$\$
23	New Path	Connection to Georegtown Cemetry	Install path on easternside of Cemetry Road	Important	Long Term	ESC	Secondary	\$\$\$\$
24	New Path	Connection to Midway Roadhouse & Caravan Park	Install path on northern side of GDR. Including drainage modifications. Includes small section on southern side od GDR near Traverns Tyre Shop.	Important	Medium Term		Secondary	\$\$\$
25	Crossing Improvements	Crossing Improvements - Gulf Developmental Road (GDR)	Install blister islands and pedestrian refuge on GDR. Includes lighting.	Essential		TMR	Primary	\$\$
26	Speed Management	Forsayth Road	Speed monitoring and enforcement. Consider Vechicle Activated Speed Sign	Essential	Short Term	TMR/QPS	Primary	\$
27	Hazard Removal	Remove Grids (Normanton Street and GDR)	Remove redundant cattle grids and supporting infrastructure.	Essential	Short Term	ESC/TMR	Primary	\$
	Upgrade to Existing Assets	Upgrade pram ramps	Progressively upgrade pram ramps as renewals are required to current standards or as specific issues are identified by the community.	Essential	Medium Term	ESC	Various	\$
	Lighting Provision	Lighting improvemetns - Lalara, Golf Club and CBD	Install route lighting to key destinations that are commonly visited by community at night.	Essential	Medium Term	ESC/TMR	Primary	\$\$\$
	Signage	Way finding signage	Install wayfinding signage throughout pathway network to identify key routes and desitinations.	Important	Medium Term	ESC	Primary	\$
28	Upgrade to Existing Assets	CBD paths	Upgrade to CBD paths, pram ramps and lighting as part of CBD masterplan upgrades.	Important	Long Term	ESC/TMR	Primary	\$\$\$\$
	Investigation	DDA improvements	Consider increased provision of DDA parking, pramp ramps at key locations.	Essential	Medium Term	ESC	Various	\$
	Upgrade to Existing Assets	Street Trees	Install street trees as part of new/renewals. Encourage appropriate species planting by locals.	Important	Long Term	ESC	Various	\$

Figure 18 –Priorities Works Program - Map



Georgetown Order of Pathway Priorities

- | | | |
|--|---|--|
| ● Primary Destination | Priority Works Program | — Medium Term |
| Major Roads | ● Short Term | — Long Term |
| Local Roads | ● Long Term | Short Term |
| Walking buffer | | |



Disclaimer:
Whilst permitting use of this data, the Etheridge Shire Council make no representations and give no warranties about its accuracy, reliability, completeness, currency or suitability for an particular purpose, and disclaim all responsibility and liability, (including without limitation, liability in negligence) for any loss, damage or costs (including consequential damage) relating to use of this data. Land Use Mapping - Current, © State of Queensland (Department of Environment and Science) 2023.

Detailed Prioritisation - Multi-Criteria Analysis

As many of the projects in the PWP were grouped into the high level priority categories Multi Criteria Analysis (MCA) was adopted to provide more granular prioritisation. The criteria and weightings used in the analysis are shown in Figure 16 and were developed to align with the objectives of the project. The priorities will be used by Council to provide general guidance on the order of the implementation of the projects listed in this PWP. It should be noted that these priorities are based on a point in time assessment and will be subject to change over time due to the changing priorities within the community, emerging issues and opportunities and changes to Council's strategic objectives.

Figure 16 Multi Criteria Analysis Criteria and Weightings

Criteria	Weighting
Facilitation of improved recreational walking opportunities	20%
Alignment with future planning / strategic initiatives	20%
Community Feedback	25%
Connecting to Primary Destination	10%
Facilitation of Cycling	10%
Facilitation of Active Recreation	10%
Amenity of Route	5%
Total	100%

Results of the detailed MCA assessment are provided in Appendix 1.

Funding

With the adoption of this WNP and PWP Council will be in a position to direct any external funding as well as its own upgrade funding towards the priorities identified in this plan. Upon making funding applications Council should review the estimates in the PWP to reflect the time that has elapsed since the adoption of the PWP to reflect increases in market costs and other price rises relevant to the project as well as including information that has become available through the project planning and design phase.

Appendices

Appendix 1 – Detailed Project Prioritisation

Map Reference	Type	Location	Facilitation of improved recreational walking	Alignment with future planning / strategic initiatives	Community Feedback Score	Connecting linkage to Primary Destination	Facilitation of Cycling	Facilitation of Active Recreation	Amenity of Route	Priority Score
0	New Path	Normanton Street High St to Low St	5	5	5	5	3	5	4	4.75
1	New Path	Riverwalk Greens Park to Golf Club	5	5	5	2	5	5	5	4.7
2	New Path	Riverwalk Greens Park to Lookout	5	5	5	2	5	5	5	4.7
3	New Path	Riverwalk, Rodeo Grounds to Lookout	5	5	5	2	5	5	5	4.7
4	New Path	Riverwalk Normanton St to Rodeo Grounds	5	5	5	2	5	5	5	4.7
5	New Path	Riverwalk Golf Club to Normanton Street	5	5	5	2	5	5	5	4.7
6	New Path	Normanton Street Haldane St to High St	5	5	5	5	3	4	3	4.6
7	New Path	Normanton Street Western Grid to Haldane St	5	5	5	4	4	4	3	4.6
8	New Path	Latara Motel to Riverwalk via Normanton St	3	5	5	5	3	3	4	4.15
9	New Path	St George Street Existing Path to Cumberland St	2	5	5	4	5	4	3	4.1
10	New Path	St George St Cumberland St to South St	2	5	5	4	5	4	3	4.1
11	New Path	St George St South St to Crampton St	2	5	5	4	4	4	3	4
12	New Path	St George St Crampton St to Riverwalk	2	5	5	4	4	4	3	4
13	New Path	St George Street Greens Park to Short St	2	3	5	3	5	4	3	3.6
14	New Path	High Street Normanton St to Cumberland St	2	3	4	5	4	5	3	3.55
15	New Path	Cumberland St Haldane St to High St	2	4	4	2	5	3	3	3.35
16	New Path	Cumberland St Haldane St to Collins St	2	4	4	2	5	3	3	3.35
17	New Path	Hayman St Collins St to Crampton St	2	4	4	2	5	3	3	3.35
18	New Path	Hayman St Crampton St to Riverwalk	2	4	4	2	5	3	3	3.35
19	New Path	High Street Cumberland St to Existing Path	2	3	4	3	4	5	3	3.35
20	New Path	Cumberland St Existing Path to Low St	2	4	4	3	2	2	3	3.05
21	New Path	Cumberland St Low St to St George St	2	4	4	3	2	2	3	3.05
22	New Path	Crampton St Riverwalk to St George St	3	3	3	2	2	4	4	2.95
23	New Path	Connection to Georegtown Cemetry	2	2	4	1	2	2	5	2.55
24	New Path	Connection to Midway Roadhouse & Caravan Park	2	3	2	3	2	2	2	2.3

Appendix 2 – Stakeholder Feedback

Georgetown Primary Health Clinic

Considers that many visitors to the clinic will still likely drive with connection to CBD likely to create some more visits by people on foot. Riverwalk would provide greatest likelihood of getting more people walking more of the time.

Etheridge Cares

Highway crossing a priority, Golf Club busy on Friday night – no street lights, River Walk built by Progress Association, damaged after floods, still well used – great recreational walk, Latara – only restaurant in town popular with locals difficult to walk to due to grid, bridge, no path, walking to lookout popular for recreational walking, Lots of truck movements on southern side or rural supplies, path in front of pub could be concreted, crossing of St George St – commonly between pub and Council office, lots of kids live on southern end of town.

Georgetown State School

Main walking activities to pool and sports oval (school sports oval of very low quality) for school activities. Highway crossing is used when going to pool. River Walk is a popular recreational walk used by staff and students.

Georgetown Hostel

Between 7 and 14 children. Often go walking to the pool and sports grounds. Walk via Terrestrial Centre, path near bridge could be adjusted, corner near servo limited room, issues with prickles, no one rides bikes because of constant flat tyres. Road through Heritage Park used to be closed, not causing issues.

Little Gems Daycare

Take children for walks to the park and around town, use 2 strollers where there are no paths walk on the road, better connection to terrestrial center would be advantageous, 10-15 children problems with prickles, walk to greens park for morning tea – highway crossing a challenge. Path widths ok for prams.

Terrestrial / Visitor Information Centre

17000 visitors per year, water tower is a popular walk, access from Centre to toilets in Heritage Park is important as well as signage, there is significant demand from tourists for the River Walk which would benefit from an upgrade as well as improved wayfinding signage and interpretive signage (eg tree species)

Georgetown Progress Association

River walk and crossing of the GDR are main priorities. Improving access to other sporting and recreational centers is important to help get people out and about.

Appendix 4 - Riverwalk Construction Standard - Concept Plan

To reduce the likelihood of damage to the River Walk pathways it is proposed that cut off walls be installed and earth stabilization matting be installed either side of the path to further reduce the likelihood of erosion. Backfilling along either side of the path should be undertaken with material with a high clay content to encourage moisture retention and grass growth. Due to the nature of local soils, river flow velocities and grass die off during the dry season inspections and repair of damage will be required following each flood event.

The plan below is a concept level plan and additional investigation, planning, survey and design will be required.

