

Home Hill Walking Path Network Plan

July 2024

Table of Contents

Executive Summary	3
1.0 Introduction	4
2.0 Project Objectives	4
3.0 Study Area	5
4.0 Development of the Draft Walking Network Plan.....	6
4.1 Background	6
4.2 Primary Destination – Home Hill Central Business District.....	7
4.3 Walkable Catchment	7
4.4 Population Profile and Mapping	9
4.5 Population Mesh Block Data	9
4.6 Secondary Destinations	12
4.7 Shortest Route Mapping	13
5.0 Stakeholder Engagement	14
5.1 Stakeholders	14
5.2 Community Survey	14
5.3 Stakeholder Feedback	14
5.4 Department of Transport and Main Roads Feedback.....	17
6.0 Primary and Secondary Routes	17
7.0 Desired Level of Service	19
8.0 Priority Works Program.....	21
9.0 Timing	22
9.1 Other Improvement Opportunities.....	22
9.2 Estimated Cost Range	23
10.0 Priority Projects.....	23
11.0 Detailed Prioritisation – Multi-Criteria Analysis	26
12.0 Funding	28
13.0 Next Steps.....	28
14.0 Conclusion	28
Appendices 29	
Appendix 1 - Stakeholders.....	29
Appendix 2 – Home Hill Principal Cycle Network Plan.....	31
Appendix 3 – Detailed Project Prioritisation	32
Appendix 4 – Walking Path Network Plan.....	32

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 (Queensland Walking Strategy 2019-2029) 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 Home Hill 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 plan also sets optimistic yet reasonable timeframes for delivery noting that Council recognises the need to invest in improved walking and cycling infrastructure throughout the entire Home Hill region.

1.0 Introduction

Burdekin Shire Council identified the need to improve walking infrastructure within Home Hill and sought funding through the Department of Transport and Main Roads (TMR) to develop a Walking Network Plan (WNP) & Priority Works Program (PWP). This project is proudly funded in part (50%) by the Queensland Government's Walking Local Government Grants Program. The development of the WNP & PWP would identify and prioritise improvements in walking infrastructure within Home Hill and enable Council to progress towards achieving its objective to improve walking and active recreation opportunities for its community.

2.0 Project Objectives

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

Vibrant Community

- Healthy, inclusive and socially engaged community
 - Support projects and activities to improve public safety, health, and inclusiveness through strategic partnerships.
 - Build active communities by delivering programs promoting regular physical activity and wellbeing.
- Celebrate our unique identity
 - Promote the benefits of living, working, playing, visiting and investing in the Burdekin.
- Engaging public spaces
 - Encourage active communities through the provision and maintenance of recreational spaces
 - Provide safe, attractive, accessible and functional community spaces and facilities.
 - Shape the built environment to enhance connectivity, social interaction, and a healthy lifestyle.

Resilient Infrastructure

- Well-planned communities
 - Support strategic projects that will contribute to livability and economic growth in the Burdekin.
 - Design facilities that are adaptable and inclusive, with consideration of the needs of all residents
 - Implement the 10-year Sport and Recreation Plan and provide innovative facilities that meet the current and future needs of our community.

3.0 Study Area

Home Hill is a rural town situated on the Bruce Highway within the local government area of the Burdekin Shire Council. Home Hill lies approximately 98 kilometres south of Townsville and 1,269 kilometres north of the Queensland capital of Brisbane.

In the 2021 census, the locality of Home Hill had a population of 3,771 people. Situated on the delta of the Burdekin River, it is a sugarcane growing area, with underground water supplies utilised to irrigate crops.

The study area for this project surrounds the township of Home Hill, in particular within a 2 km radius of the detailed primary destination. For the Home Hill project, the primary destination for the project was designated as the Home Hill Central Business District.



Figure 1 - Study Area

4.0 Development of the Draft Walking Network Plan

The overarching objective of developing a Walking Network Plan 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, support and 50% funding to Council to develop the WNP and PWP.

4.1 Background

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 & PWP.

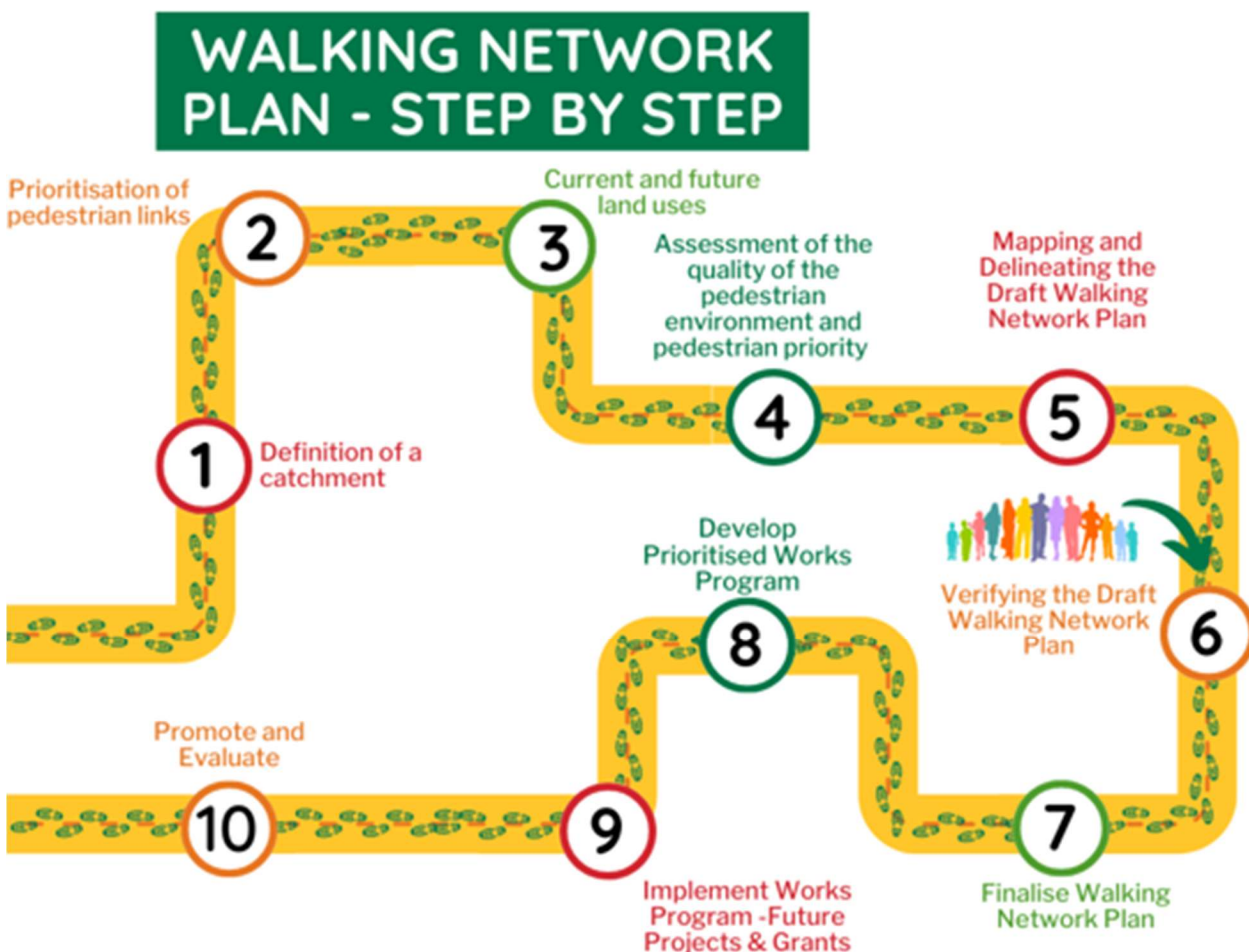


Figure 2 - WNP &PWP development process

4.2 Primary Destination – Home Hill Central Business District

The primary destination used to develop the Home Hill WNP is the Home Hill Central Business District (CBD). The CBD contains a range of essential services and suppliers that service the township and surrounding regions.

4.3 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. Figure 3 shows the walkable catchment for this project.

The walking catchment includes the entire township of Home Hill. The main walking 'barriers' within the walkable catchment are the Bruce Highway (which runs through the centre of the Home Hill township) and the Queensland rail line (which runs predominately adjacent to the Bruce highway road alignment). Crossings to support walking movements across these linear 'barriers' need to be considered by the team, during the development of the Walking Network Plan.

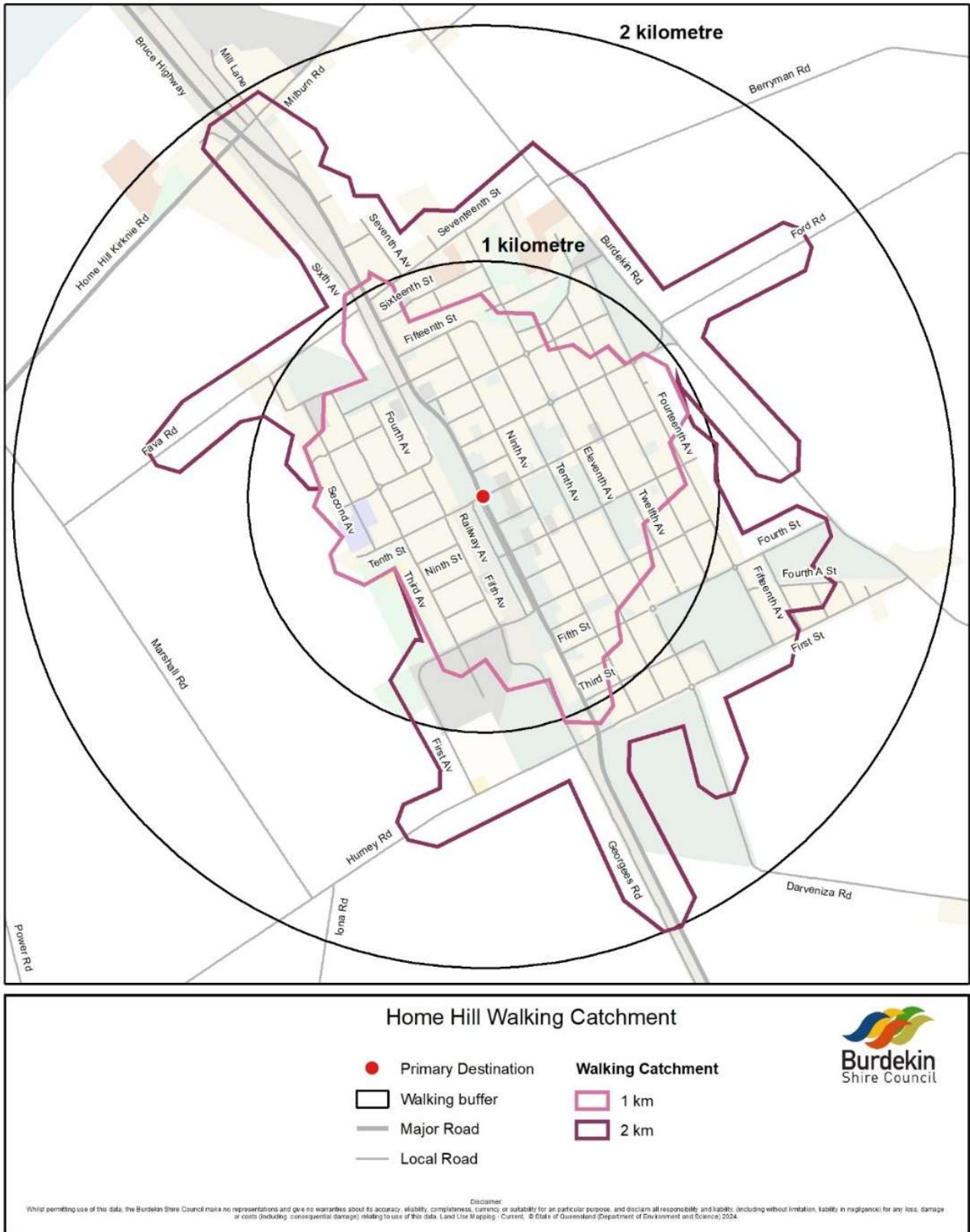


Figure 3 - Walkable Catchment of the Home Hill Central Business District including walking barriers

4.4 Population Profile and Mapping

The population within the study area in the 2021 census was 3,771 with 35% of residents over the age of 60. There are a few vacant parcels of land within the township that could accommodate growth. Council expects to see a relatively modest increase in population in line with the rest of the Burdekin Shire Council. There is potential for some higher density workers accommodation to support the local agriculture industry which would increase demand for walking infrastructure.

4.5 Population Mesh Block Data

The 2021 Census data available for Home Hill is broken into mesh blocks as shown in Table 1. Mesh blocks of this size are too large 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, hotels 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 4.

Census Mesh Block	Population	Census Mesh Block.	Population.	Census Mesh Block..	Population..
30158040000	35	30158860000	44	30158780000	18
30158120000	95	30158870000	40	30158780000	15
30158200000	4	30160362000	17	30158780000	10
30158620000	50	30160362000	10	30158780000	12
30158630000	32	30158650000	35	30158780000	10
30158640000	21	30158650000	13	30158790000	21
30158650000	22	30158640000	24	30158790000	19
30158660000	81	30158640000	19	30158780000	6
30158670000	16	30160320000	15	30158810000	33
30158680000	20	30160320000	14	30158810000	91
30158690000	25	30160320000	16	30158870000	42
30158700000	16	30158660000	10	30158850000	41
30158710000	38	30158660000	12	30158840000	22
30158720000	12	30158660000	19	30158040000	27
30158730000	35	30158660000	16		4
30158740000	33	30158670000	24		10
30158750000	19	30158670000	4		8
30158760000	27	30158040000	15		20
30158770000	12	30158630000	36	30160585000	2
30158780000	15	30158620000	32	30160585000	24
30158790000	39	30158200000	90	30160585000	16
30158800000	55	30158690000	20	30160585000	1
30158810000	91	30158690000	23	30160585000	2
30158850000	16	30158690000	22	30160582000	2
30160320000	18	30158670000	24	30160582000	14
30160340000	42	30158670000	13	30160582000	8
30160361000	3	30158670000	25		
30160362000	8	30158680000	18		
30160410000	42	30158680000	20		
30160420000	8	30158680000	24		
30160431000	36	30158710000	16		
30160432000	6	30158710000	42		
30160590000	10	30158700000	19		
30158840000	11	30158700000	21		
30158840000	25	30158700000	17		
30158840000	32	30160410000	38		
30158830000	2	30158750000	15		
30158830000	8	30158740000	38		
30158840000	27	30160340000	5		
30158830000	4	30160340000	30		
30158830000	14	30160340000	28		
30158830000	25	30158730000	44		
30158830000	4	30158760000	33		
30158830000	4	30158770000	17		
30158840000	12	30158770000	8		
30158850000	34	30158770000	16		
30158850000	6	30158770000	10		
30158850000	28	30160432000	10		
30158850000	31	30160432000	8		
30158860000	62	30160432000	9		

Table 1 - Census Mesh Block Populations

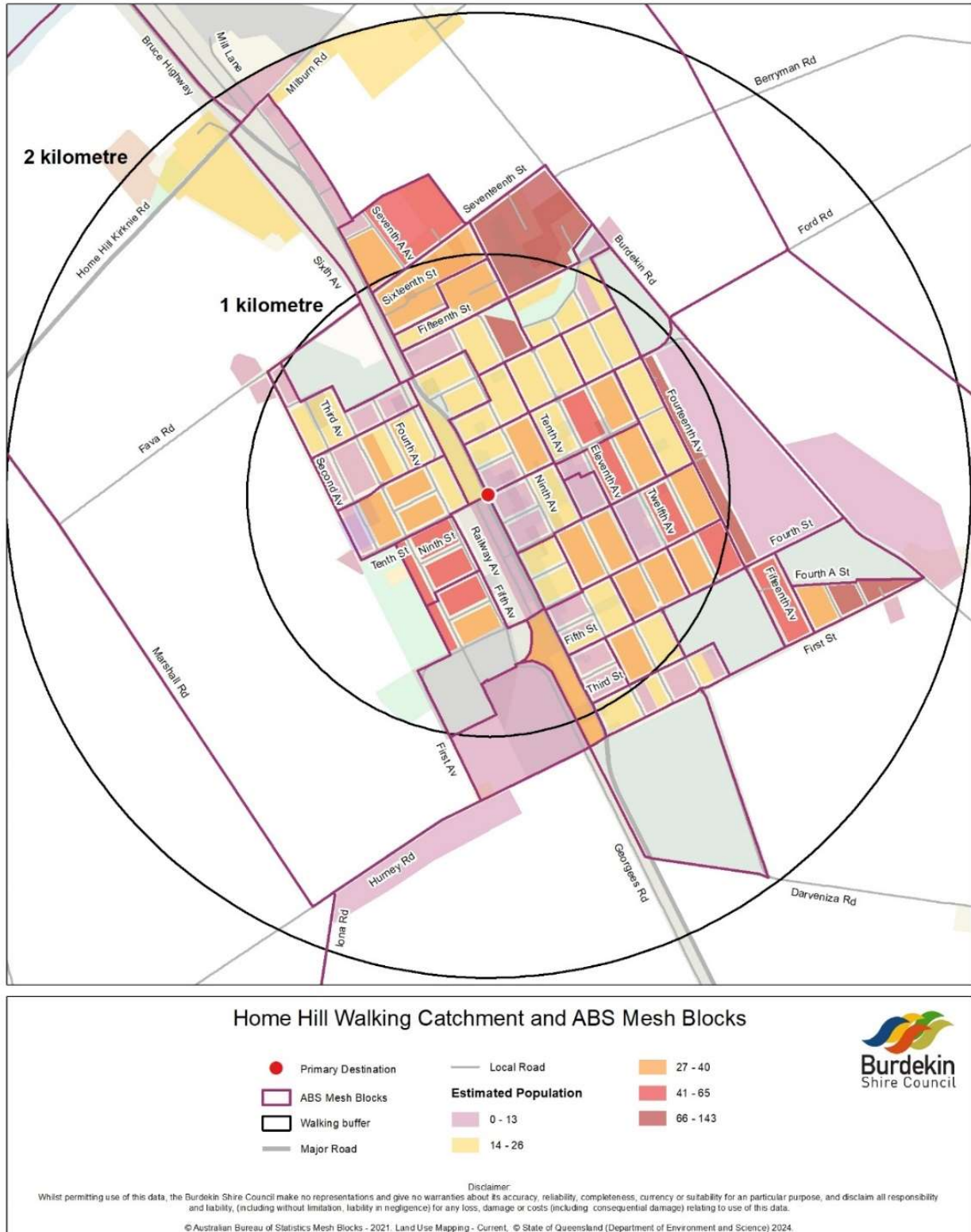


Figure 4 - Population Mesh Blocks

4.6 Secondary Destinations

Within Home Hill, there are secondary destinations that are attractors and trip generators for locals and visitors. The secondary destinations map shown in Figure 5 highlights all the secondary destinations within Home Hill.

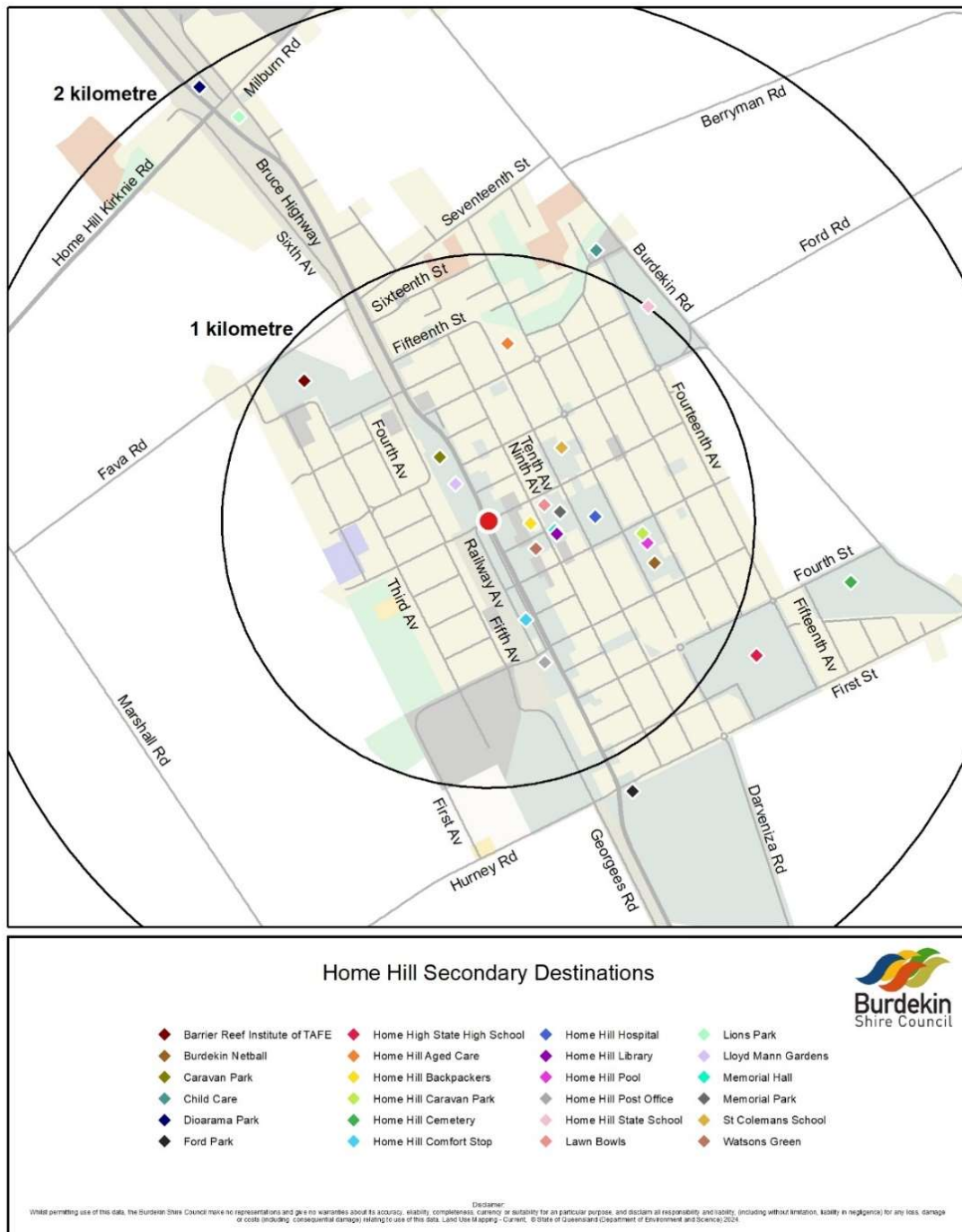


Figure 5 – Map of Secondary destinations

4.7 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 6 shows the results of the shortest route analysis. The shortest routes were used to inform stakeholder engagement and the identification of primary and secondary routes.

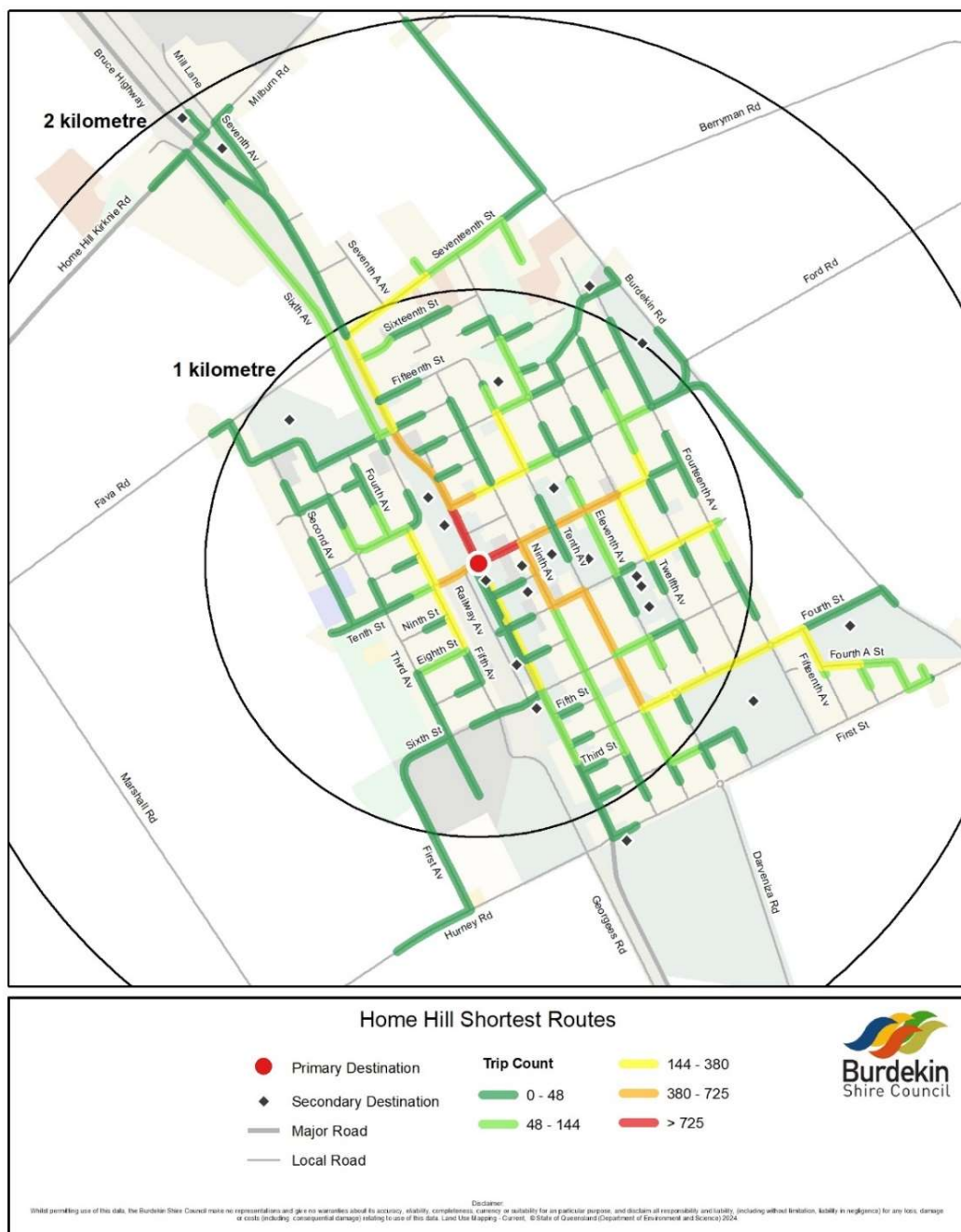


Figure 6 - Shortest Route Mapping

5.0 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 & PWP 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:

- 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

5.1 Stakeholders

Early in the project, a stakeholder register was developed to ensure that a wide variety of feedback was sought from the community of Home Hill. A list of stakeholders that were identified and invited to contribute to the online engagement is included in Appendix 1 - Stakeholders.

5.2 Community Survey

Community feedback on the WNP was gathered using an online interactive charette which included a series of questions and the opportunity for the community to identify current and future walking routes as well as walking destinations and current walking inhibitors.

The engagement was promoted via social media, Council's website, as well as project signage around Home Hill, and notification via email and/or phone to the 40 identified stakeholder groups.

5.3 Stakeholder Feedback

As a result of the engagement process stakeholder feedback was collated and displayed graphically in Figure 7 and Figure 8. Comments received through the online survey is contained in Table 2.

The feedback obtained from the community was used to guide the development of the WNP and PWP.

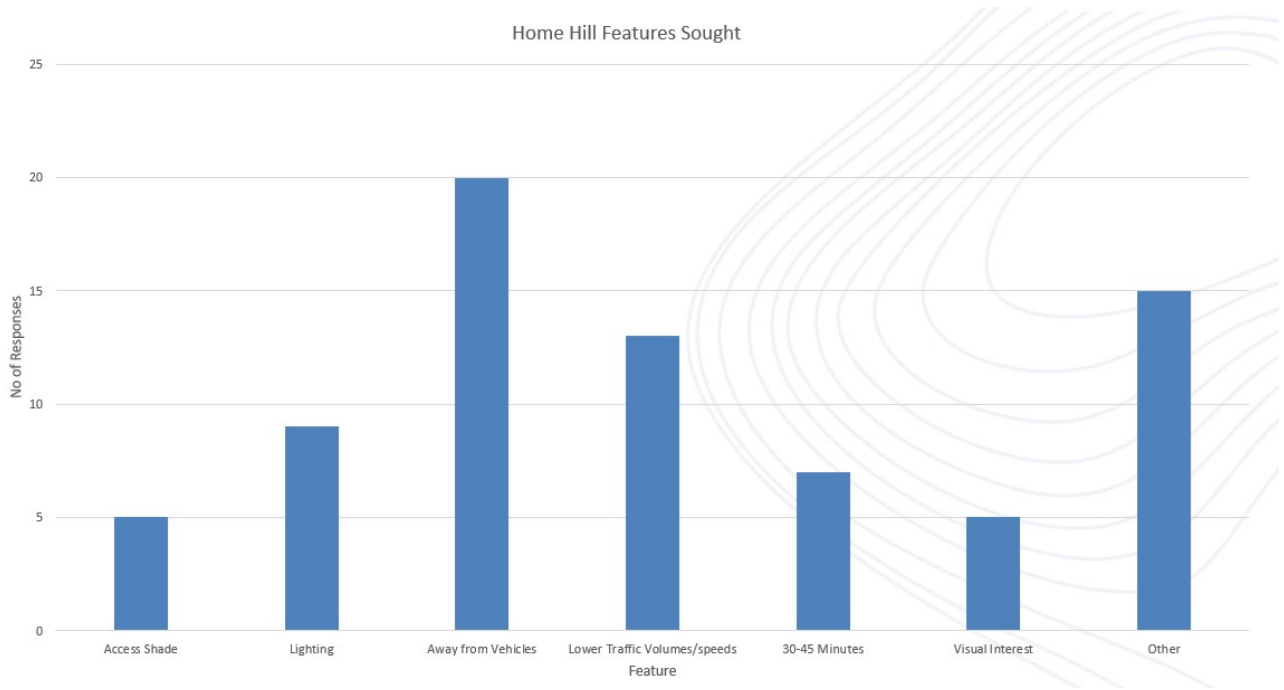


Figure 7 - Survey Results – Features Sought

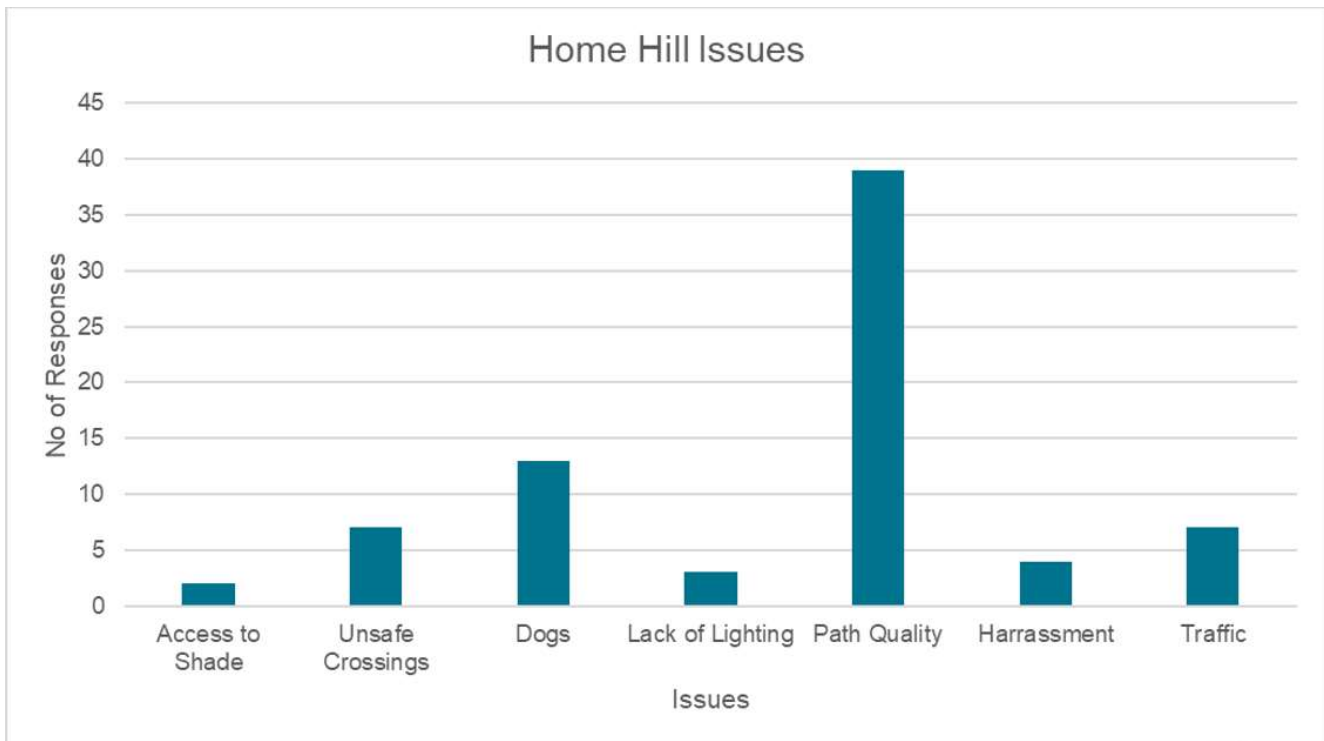


Figure 8 - Survey Results – Walking issues raised

Comments relating to areas of concern	No of Comments
St Colmans School to the Home Hill Pool needs a path	9
General - Missing pathways, access between services, more footpaths, safety for children walking on sides of road	6
Dogs	3
Path positions, only one side of town, needed on all streets	3
Bird droppings	2
Overgrown, weeds, state of paths	2
High school to Highway	2

Table 2 – Survey Comments

5.4 Department of Transport and Main Roads Feedback

The Bruce Highway that runs through Home Hill is a Federal Highway (National Network), owned and controlled by the Department of Transport and Main Roads (TMR). A meeting was held with the TMR Townsville Office, including representatives from the Program Delivery and Operations Branch (Project Planning and Program Delivery) who provided input into the WNP in particular to the walking networks interface with the Bruce Highway. They also gave general feedback on the overall network plan.

Feedback provided during the meeting included:-

- WNP crossing locations for the Bruce Highway as taken into considerations of existing (legacy) controlled crossing infrastructure. Presently many of these controlled crossing locations do not meet current design standards, such as upgrades to kerb ramps. Low cost improvements may be considered at these crossing locations to support the movement of pedestrians across these locations.

The Departments involvement and advice received from the officers involved from the Townsville Officer was appreciated and has been included into the development of this WNP.

6.0 Primary and Secondary Routes

Following the spatial analysis and community engagement the proposed pathway network was classified into 2 categories being: Primary & Secondary. 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 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 2) which defines priorities for improved cycling infrastructure.

Secondary Routes will typically carry less pedestrians and mainly function to connect users to the primary network. Figure 9 details the primary and secondary walking routes within Home Hill.

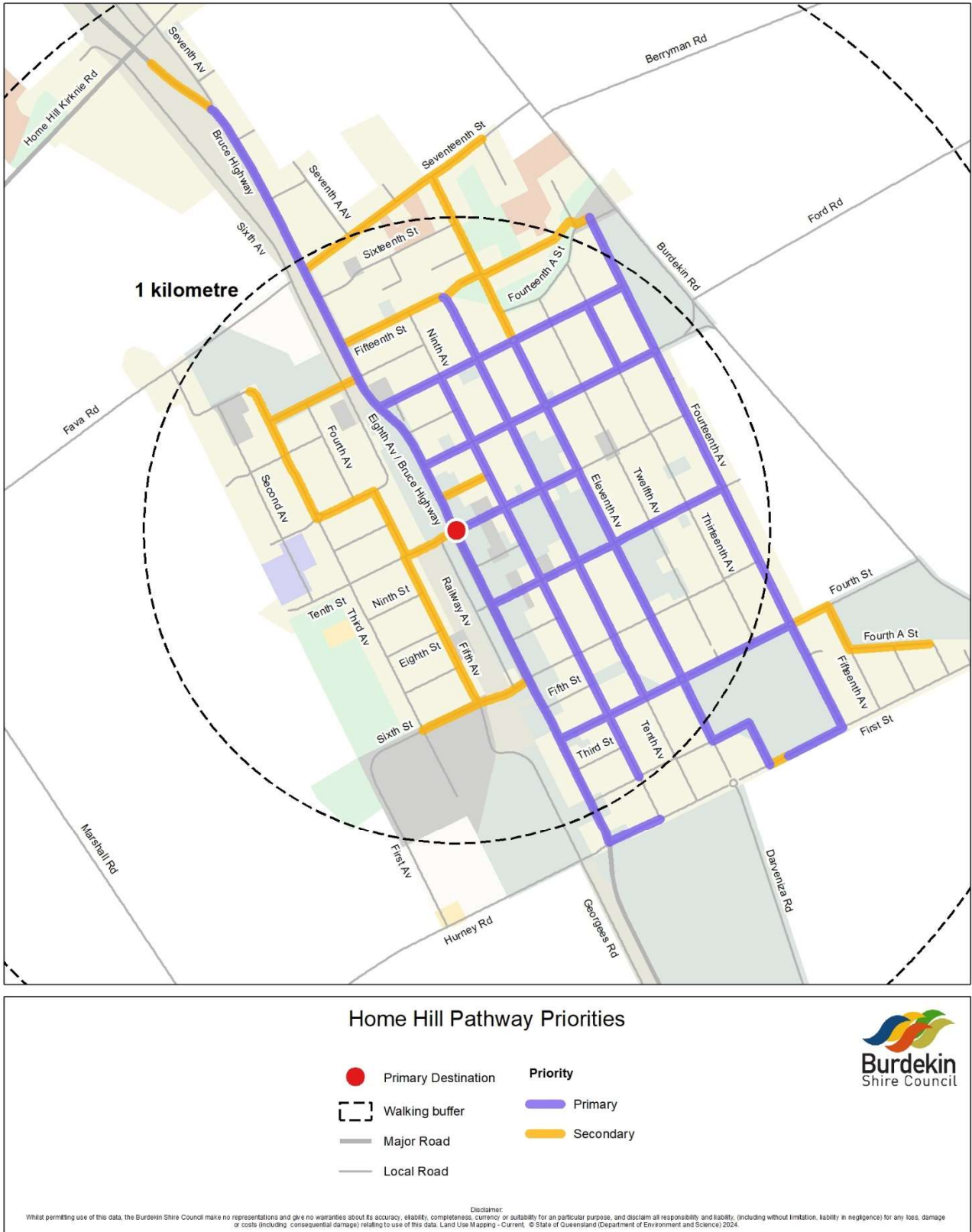


Figure 9 - Primary and Secondary Routes

7.0 Desired Level of Service

In 2023, Council developed a 'Road Hierarchy & Standards Road Widths Policy' (TEC-POL-0003 Rev 3.01) which details in Table 4 - Road Hierarchy (Service Levels) for the roads within the control and responsibility of Burdekin Shire Council. Further desired levels of service that supports the WNP shown in Figure 11 of this plan, have been guided by 'Queensland Streets' document. This publication, by the Institute of Public Works Engineers Queensland, provides guidance to Local Governments regarding standards for community infrastructure.

These pathway standards seek to provide a significant improvement over current service levels while still recognising the financial and practical requirements of infrastructure upgrades. A hierarchical based approach has been used however variations of the levels of service may be needed to meet specific project requirements.

These identified standards have been used for the development of estimates in the PWP.

Table 3 - Desired Standard of Services for new Pathways

Hierarchy Classification	Pathway Standard	Other Features
Primary	2.5m concrete shared path 2.0m concrete path where physical constraints limit the width of the path.	Street Trees where practical – one every 10m, Seating – every 250m (under trees), lighting on routes with high night usage. Wayfinding signage. Seating at key locations determined in detailed design.
Secondary	2.0m concrete path	Street Trees where practical – one every 20m, Seating – every 500m (under trees). Wayfinding signage directing users to primary pathways.

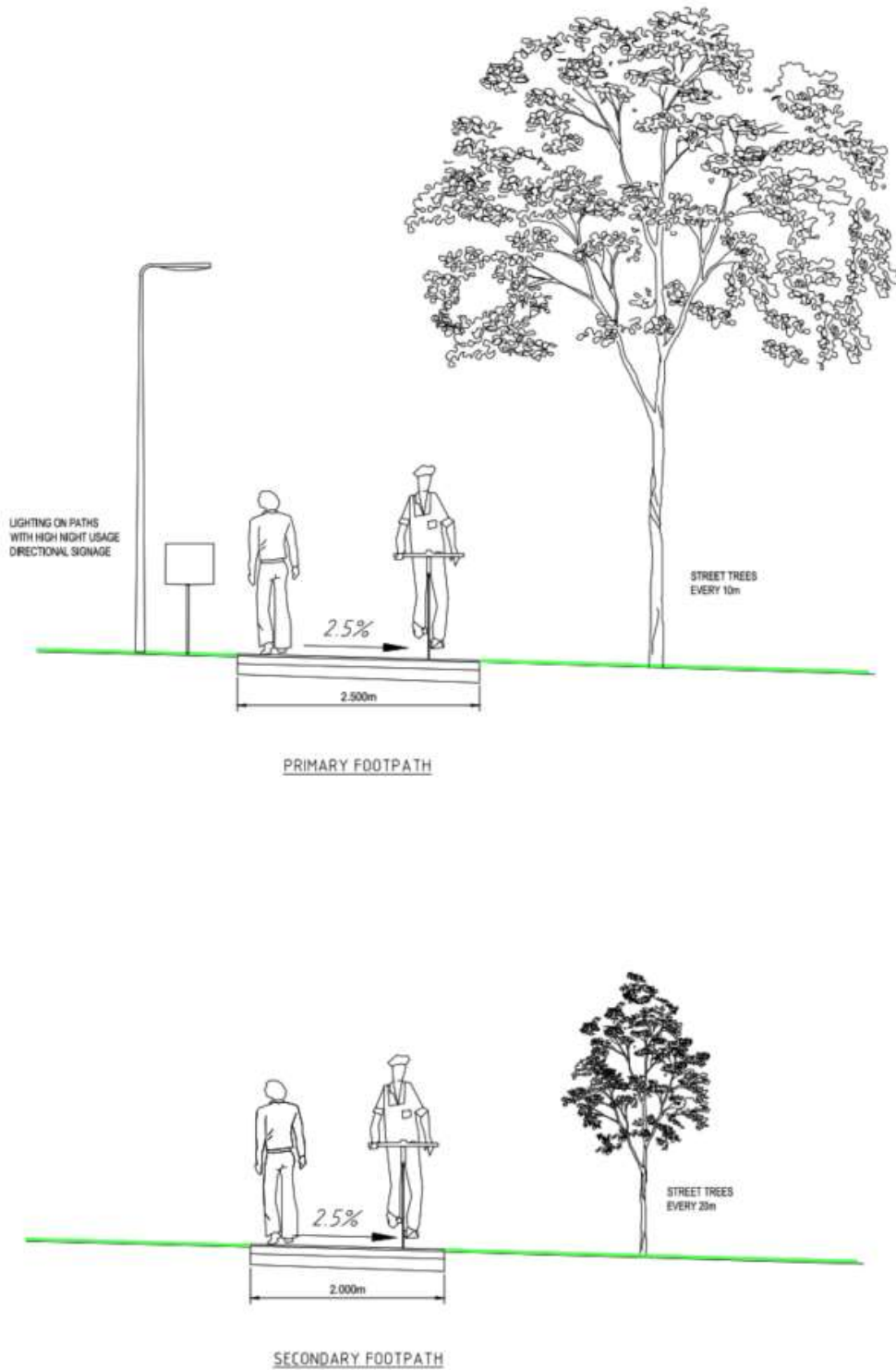


Figure 10 - Desired Standard of Services for new Pathways where practical

8.0 Priority Works Program

The walking network plan identified new pathways and various other improvements to be made to walking facilities within Home Hill. In developing the Priority Works Program (PWP), it was considered critical by Council to place high importance on projects that will see more people walking and getting active more often.

A high-level ranking was applied based on the criteria listed in Table 5.

Table 4 - Ranking Criteria

Essential	Important
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)
Accessibility (provides access for people with disability)	Wayfinding
Missing links and crossings	Footpath widening
Removal of trip hazards	Pavement upgrades Street trees

Each project was also assessed for its priority against other projects based on the criterial listed in Table 6

Table 5 - 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

9.0 Timing

Table 7 identifies the timing categories that have been applied based the priority of each project. 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 considered alongside other upgrade and renewal priorities in Council’s Transport – Strategic Asset Management Plan (April 2018). 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

Table 6 - Timing Categories

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

9.1 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 layout and grades and tactile markings. To align levels of service with Council’s vision for walking, it is recommended that Council progressively upgrade pathway widths, pram ramps and tactile markers as pathways require replacement due to age and poor condition.

Should specific feedback on issues be provided from the community in future, Council should consider isolated improvements if deemed necessary at the time.

9.2 Estimated Cost Range

To provide Council and the community with an indication of costs involved with each of the projects listed in the PWP cost ranges have been applied to each of the project based on Figure 8. 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.

Table 7 - Project Cost Ranges

High level cost estimate	Range
\$	< \$50,000
\$\$	\$50,000 - \$200,000
\$\$\$	\$200,000 - \$500,000
\$\$\$\$	\$500,000 - \$2,000,000
\$\$\$\$\$	> \$2,000,000

10.0 Priority Projects

To develop the priority works program an assessment of each primary pathway and those secondary pathways identified were ranked against the abovementioned criteria. This process resulted in the priority works program shown in table form in Figure 9 and mapped in Figure 12.

Table 8 - Priority Works Program

Work Type	Location	Comments	Route Designation	Rank	Priority	Timing	Estimate	Responsibility	Map ID
New Path	Eleventh Avenue		Primary	Essential	1	Short Term	\$\$	Council	L1
New Path	Eleventh Avenue		Primary	Essential	1	Short Term	\$	Council	L2
New Path	Tenth Avenue		Primary	Essential	1	Short Term	\$\$\$	Council	L3
New Path	Tenth Street		Primary	Essential	1	Short Term	\$\$\$	Council	L5
New Path	Fourteenth Avenue		Primary	Essential	1	Short Term	\$\$\$	Council	L6
New Path	Twelfth Street		Primary	Essential	1	Short Term	\$\$	Council	L7
New Path	Tenth Avenue		Primary	Essential	1	Short Term	\$\$	Council	L8
New Path	Eleventh Avenue		Primary	Essential	1	Short Term	\$	Council	L9
New Path	Fourteenth Street		Primary	Essential	2	Short Term	\$	Council	L10
New Path	Twelfth Street		Primary	Essential	1	Short Term	\$\$	Council	L11
New Path	Fourth Steet		Primary	Essential	2	Medium Term	\$\$	Council	L23
New Path	Twelfth Avenue		Primary	Essential	2	Short Term	\$	Council	L86

New Path	Fourteenth Street		Primary	Essential	2	Short Term	\$	Council	L87
New Path	Eleventh Street		Primary	Important	2	Short Term	\$	Council	L88
New Path	Tenth Avenue		Primary	Essential	2	Medium Term	\$\$	Council	L90
New Path	Tenth Avenue		Secondary	Essential	2	Short Term	\$	Council	L4
New Path	Fifth Avenue		Secondary	Essential	1	Short Term	\$\$	Council	L12
New Path	Fifth Avenue		Secondary	Essential	2	Short Term	\$\$	Council	L13
New Path	Eleventh Avenue		Secondary	Essential	3	Long Term	\$\$\$	Council	L14
New Path	Seventeenth Street	Recreational Exercise route	Secondary	Important	3	Long Term	\$\$\$\$	Council	L15
New Path	Fifteenth Street	Recreational Exercise length	Secondary	Essential	2	Short Term	\$\$	Council	L16
New Path	Fifteenth Steet (open space connection)	Connection length	Secondary	Essential	3	Medium Term	\$	Council	L17
New Path	Fourteenth A Street		Secondary	Important	3	Long Term	\$\$\$	Council	L18
New Path	Third Avenue		Secondary	Essential	2	Short Term	\$\$\$	Council	L19
New Path	Sixth Street		Secondary	Important	2	Medium Term	\$\$\$	Council	L21
New Path	First Street		Secondary	Essential	2	Medium Term	\$\$	Council	L22
New Path	Thirteenth Avenue		Secondary	Essential	2	Medium Term	\$\$	Council	L25
New Path	Fifteenth Avenue		Secondary	Essential	2	Medium Term	\$\$	Council	L26
New Path	Seventeenth Avenue		Secondary	Important	3	Long Term	\$\$	Council	L27
New Path	Fifth Avenue		Secondary	Essential	2	Short Term	\$\$	Council	L76
New Path	Seventeenth Street		Secondary	Essential	3	Long Term	\$\$\$	Council	L77
New Path	Bruce Highway (parkland)		Secondary	Essential	3	Long Term	\$\$\$	Council/ TMR	L78
New Path	Fifteenth Street		Secondary	Essential	2	Short Term	\$\$\$	Council	L89

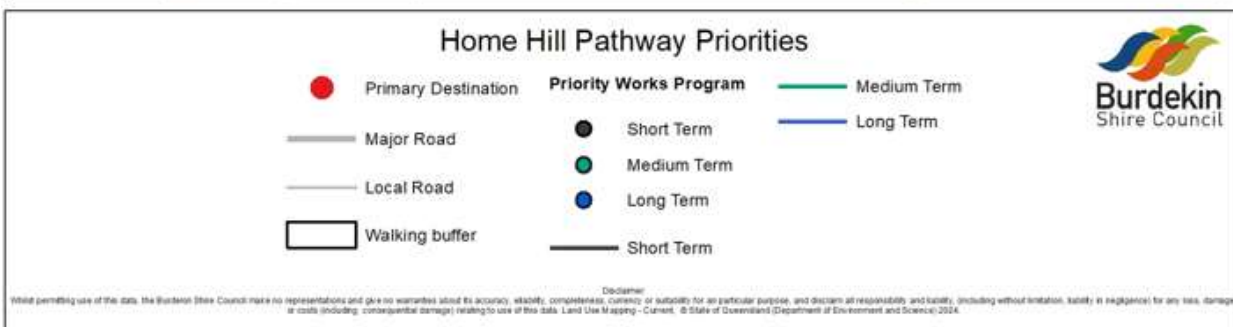


Figure 11 - Priorities Works Program – Map

11.0 Detailed Prioritisation – Multi-Criteria Analysis

As many of the projects in the PWP were grouped into the high-level priority categories a Multi Criteria Analysis (MCA) was used to provide more granular prioritization. The criteria and weightings used in the analysis are shown in Table 10 and Table 11 and were developed to align with the objectives of the project. The priorities will be used by Council to provide general guidance as to 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.

Results of the detailed MCA assessment are provided in Appendix 3

Table 9 - Multi-Criteria Analysis Weightings

Criteria	Weighting
Hierarchy – Primary and Secondary	30%
Safety	20%
Connectivity to CBD	15%
Schools and other high use secondary destinations	15%
Cost Factor	20%
Total	100%

Criteria	Score
Hierarchy	
Primary	5
Secondary	3
Safety	
No/Limited improvement to safety	1
Pathway provision on lower order road with 40-50kph speed limit.	2
Pathway provision road with 60kph speed limit, crossing on lower order road	3
Pathway provision road with >60kph speed limit. Provision of path where verge/shoulder is limited, significant hazard/obstacle on low use path, crossing on higher order road	4
Community raised safety issue, significant hazard/obstacle on high use path, Train/Tramway Crossing with lacking signage,	5
Connectivity to CBD	
>1500m from CBD	1
1000-1500m from CBD	2
501-1000m from CBD	3
251-500m from CBD	4
Within 250m from CBD	5
Schools and other high use secondary destinations	
Outside 1500m	1
Within 1000-1500m	2
Within 501-1000m	3
Within 251-500m	4
Within 250m	5
Cost Factor	
> \$2,000,000	1
\$500,000 - \$2,000,000	2
\$200,000 - \$500,000	3
\$50,000 - \$200,000	4
< \$50,000	5

Table 10 - Multi-Criteria Analysis Criteria

12.0 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.

13.0 Next Steps

Recommendations from this report should be included in future financial and project planning processes undertaken by Council. As project implementation occurs Council should undertake additional engagement with stakeholders through the design and construction phases. Success of the implementation phase should be measured through future community scorecard surveys undertaken by Council.

14.0 Conclusion

The Home Hill Walking Network Plan combines a data driven approach and community feedback to understand key walking routes within the township of Home Hill. Based on the Walking Network Plan, the Priority Works Program has been developed with a focus improving the standard of existing walking facilities, removing hazards and providing new pathways within Home Hill.

The Priority Works Program features 33 projects that will provide increased connection to the CBD and other points of interest within the township and get more people walking more often. The expanded pathway network will also provide a number of recreational walking circuits that will provide significantly increased variety to people the large portion of people in the community who walk for recreation. Council is now well positioned to pursue future funding opportunities and deliver prioritised improvements to walking facilities within Home Hill.

Appendices

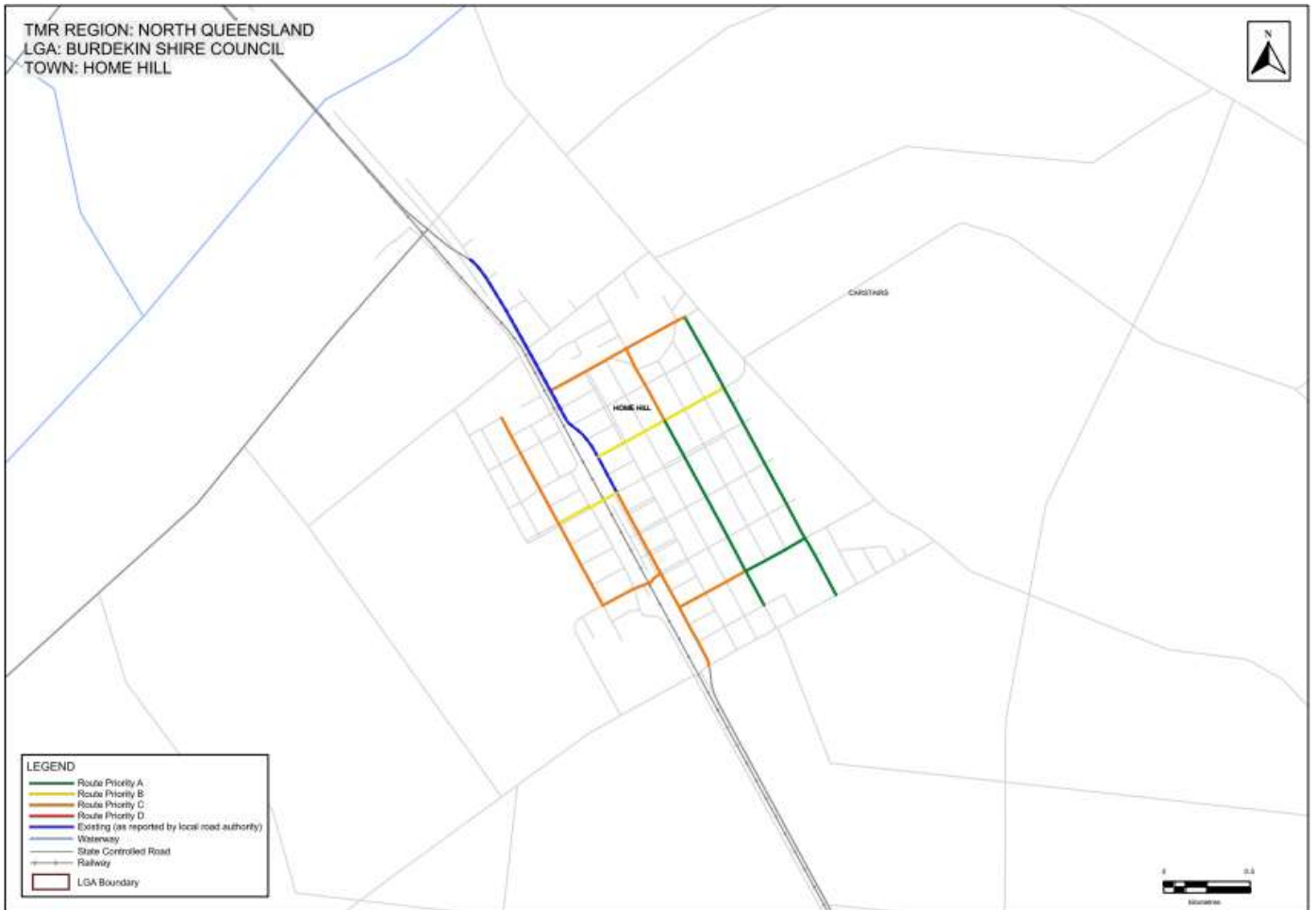
Appendix 1 - Stakeholders

NAME	EMAIL	PHONE	COMMS APPROACH
Schools			
Ayr State High School	admin@ayrshs.eq.edu.au	(07) 4790 4333	Visit when on site and email
Ayr State School	principal@ayrssh.eq.edu.au	(07) 4790 3333	Visit when on site and email
St Francis Catholic School	ayr@tsv.catholic.edu.au	(07) 4783 2877	Visit when on site and email
Burdekin School	principal@burdekinseps.eq.edu.au	(07) 4790 3111	Visit when on site and email
Burdekin Catholic High School	bchs@tsv.catholic.edu.au	(07) 4783 2366	Visit when on site and email
Home Hill State School	principal@homehillss.eq.edu.au	(07) 4790 5555	Visit when on site and email
St Colmans Catholic School	homehl@scshh.catholic.edu.au	(07) 4782 2030	Visit when on site and email
Home Hill State High School	principal@homehillshs.eq.edu.au	(07) 4790 5666	Visit when on site and email
Burdekin Christian College	office@burdekincc.qld.edu.au	(07) 4783 5552	Visit when on site and email
East Ayr State School	principal@eastayrssh.eq.edu.au	(07) 4783 0222	Visit when on site and email
Other			
C&K Home Hill Community Kindergarten	hhck@bigpond.com	07 4782 2337	Email
C&K Ayr Community Kindergarten	admin@ayrkindy.com.au	07 4783 5982	Email
Big Birds Nest	bigbirdsnest@westnet.com.au	07 4783 1371	Email
Burdekin Rugby Union Club Inc.	brucsecretary@outlook.com	0438 176 235	Email
Italian Society		(07) 4783 1019	Email
Burdekin Show	bwf1958@outlook.com	0457 067 391	Email
State Emergency Service (SES)	warren.francis@ses.qfes.qld.gov.au	(07) 4752 6900	Email
The Burdekin Academy	theburdekinacademy@outlook.com	0438 799 249	Email
Lower Burdekin Aged Care		4783 0100	Email
Ayr Tennis	ayrtennisassociation@outlook.com	0418 180 777	Email
Ayr Golf Club	ayrgolf1953@bigpond.com	07 4783 1296	Email
Burdekin Touch	burdekintouch4807@gmail.com		Email
Burdekin Rugby League	President.roosters@gmail.com	0427 541 877	Email
Burdekin PCYC	burdekin@pcyc.org.au	07 4783 1009	Email
Burdekin Basketball	info@burdekinbasketball.com	(07) 4783 5291	Email
Burdekin Swimming Club	info@basc.net.au		Email

Burdekin Road Runners and Walkers Club	burdekinroadrunners@gmail.com	0409 480 749	Email
Plantation Park Run	plantation@parkrun.com		Email
Burdekin Volleyball Club	burdekinvolleyball@live.com.au		Email
Burdekin FC	burdekinfc@hotmail.com		Email
Burdekin Hockey Association		0431 125 856	Email
Burdekin Track & Field	burdekintrackfield@gmail.com	0417 778 132	Email
Ayr Bowling Club	ayrbowlingclubinc@gmail.com	(07) 4783 1336	Email
Burdekin BMX	Burdekinbmx@outlook.com		Email
Burdekin Woodcrafts Association	burdekinwoodcrafts@gmail.com	0409 615 559	Email
Burdekin & District Sportfishing Club		0457 974 999	Email
Burdekin Bocce Club Inc		(07) 4783 3815	Email
Ayr Amateur Fishing Club		(07) 4783 3756	Email
QCWA Ayr	ayrbranch@qcwa.org.au	(07) 4783 7901	Email
Burdekin Mens Shed	burdekinmensshed@outlook.com		Email
Home Hill Cricket	homehillca@gmail.com	0429580191	Email
Home Hill Tennis	homehilltennis@gmail.com		Email
Hospital and Doctors Survey			Visit, provide flyer and follow up email.
Ayr Backpackers	farmworks@ayrbackpackers.com.au	4783 5837	Email for best response
Delta Backpackers	reception@deltabackpackers.com	4783 3991	
Home Hill Backpackers	hhbackpackers@bigpond.com	0439 826 758 / 4782 1717	

Transport			
Department of Main Roads' Walking Team			
Department of Main Roads' Road Safety Officer			
Department of Main Roads District Representative			
Internal			
Local Councillors			
Mayor			
CEO			
Employees			

Appendix 2 – Home Hill Principal Cycle Network Plan



Appendix 3 – Detailed Project Prioritisation

Location	Route Designation	Map ID	Hierarchy - Primary and Secondary	Safety	Connectivity to CBD	Schools and other high use secondary destinations	Cost Factor	Score
Eleventh Avenue	Primary	L1	5	5	4	5	4	4.65
Eleventh Avenue	Primary	L2	5	5	4	5	4	4.65
Eleventh Avenue	Primary	L9	5	5	4	5	4	4.65
Twelfth Street	Primary	L7	5	3	5	5	4	4.40
Tenth Avenue	Primary	L90	5	4	3	5	4	4.30
Eleventh Street	Primary	L88	5	3	5	3	5	4.30
Twelfth Avenue	Primary	L86	5	3	4	3	5	4.15
Tenth Avenue	Primary	L8	5	3	3	5	4	4.10
Fourteenth Street	Primary	L10	5	3	3	4	4	3.95
Fourteenth Street	Primary	L87	5	3	3	4	4	3.95
Fourteenth Avenue	Primary	L6	5	4	3	4	3	3.95
Tenth Street	Primary	L5	5	3	4	4	3	3.90
Twelfth Street	Primary	L11	5	3	3	3	4	3.80
Fourth Street	Primary	L23	5	3	3	3	4	3.80
First Street	Secondary	L22	3	3	4	5	4	3.65
Thirteenth Avenue	Secondary	L25	3	3	4	5	4	3.65
Fifteenth Street (open space connection)	Secondary	L17	3	4	2	4	5	3.60
Fifteenth Street	Primary	L16	3	4	3	4	4	3.55
Fourteenth A Street	Secondary	L18	3	4	4	3	4	3.55
Fifteenth Avenue	Secondary	L26	3	4	4	3	4	3.55
Seventeenth Avenue	Secondary	L27	3	4	4	3	4	3.55
Eleventh Avenue	Primary	L14	3	4	3	4	4	3.55
Tenth Avenue	Primary	L4	3	3	5	3	4	3.50
Fifth Avenue	Secondary	L76	3	4	3	3	4	3.40
Fifth Avenue	Primary	L12	3	4	2	3	4	3.25
Fifth Avenue	Primary	L13	3	4	2	3	4	3.25
Sixth Street	Secondary	L21	3	4	3	2	4	3.25
Tenth Avenue	Primary	L3	5	2	2	3	3	3.25
Third Avenue	Secondary	L19	3	4	3	3	3	3.20
Fifteenth Street	Secondary	L89	3	3	3	4	3	3.15
Seventeenth Street	Secondary	L77	3	4	1	4	3	3.05
Bruce Highway (parkland)	Primary	L78	3	4	1	4	3	3.05
Seventeenth Street	Primary	L15	3	3	3	3	3	3.00

Appendix 4 – Walking Path Network Plan












Walking Network Plan - Home Hill Central Business District

Walking Network Plans (WNPs) show the preferred routes for walking through a catchment, focused around one or more primary destinations. The routes are generated following the Department of Transport and Main Roads' Walking Network Planning Guidance. The development of the plan includes stakeholder engagement. Walking network plan routes will support and inform future planning, design and construction of the transport network.

You can find more information on the TMR website, <https://www.tmr.qld.gov.au/travel-and-transport/pedestrians-and-walking>, or by email, walking@tmr.qld.gov.au.

Legend

-  Home Hill Central Business District
-  Home Hill Central Business District 2km Buffer
- Local Facilities**
-  Community
-  Health
-  Recreation
-  Primary Route
-  Secondary Route
-  Up to 1km Walkable Catchment
-  Up to 2km Walkable Catchment

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Kilometres

Department of the Environment, Tourism, Science and Innovation
Department of Natural Resources and Mines, Manufacturing and Regional and Rural Development

