



Cassowary Coast
REGIONAL COUNCIL

Tully Walking Network Plan 2023

Contents

EXECUTIVE SUMMARY	4
BACKGROUND	5
OBJECTIVES	5
STUDY AREA.....	6
ABOUT TULLY	7
DEVELOPMENT OF THE DRAFT WALKING NETWORK PLAN.....	7
PRIMARY DESTINATION - TULLY CENTRAL BUSINESS DISTRICT	8
WALKABLE CATCHMENT	8
POPULATION PROFILE & MAPPING	10
SECONDARY DESTINATIONS	12
SHORTEST ROUTE MAPPING.....	13
RECREATIONAL WALKING ROUTES	17
PRIMARY & SECONDARY ROUTES	19
DESIRED LEVEL OF SERVICE	20
PRIORITY WORKS PROGRAM	21
PRIORITY PROJECTS.....	23
FUNDING	28
NEXT STEPS	28
APPENDICES.....	29



Acknowledgement of Country

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

Executive Summary

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 Queenslander 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 has 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 Tully 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 Cassowary Coast Region.

Priority projects include the future construction of 8.8km of new pathways as well as smaller localised improvements to crossings and existing facilities that will improve the walking environment around Tully.

Through the community engagement process, it was evident that a significant proportion of the community walk for recreation and that providing improved opportunities for recreation was key issue for the community. Of the 8.8km of new pathways over 8km of these will provide improved recreational walking opportunities by providing a number of circuit walks of 3-5km in length.

The progressive implementation of the plan will feature ongoing community engagement as projects progress through the design and construction phases.

Background

Cassowary Coast Regional Council identified the need to improve walking infrastructure within Tully 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 funded in part (50%) by the Queensland Government's Walking Local Government Grants Program. The development of the WNP & PWP identifies and prioritises the improvements in walking infrastructure within Tully that will 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 strategic objectives in Council's 2021-2025 Corporate Plan, including:

- A safe, reliable and financially sustainable transport network throughout the Cassowary Coast to facilitate movement of goods and people throughout our community.
- Sustainable asset management to effectively deliver services in a consistent and financially sustainable manner representing value to the community.
- Integrated planning to support current and future needs of the region.

Objectives

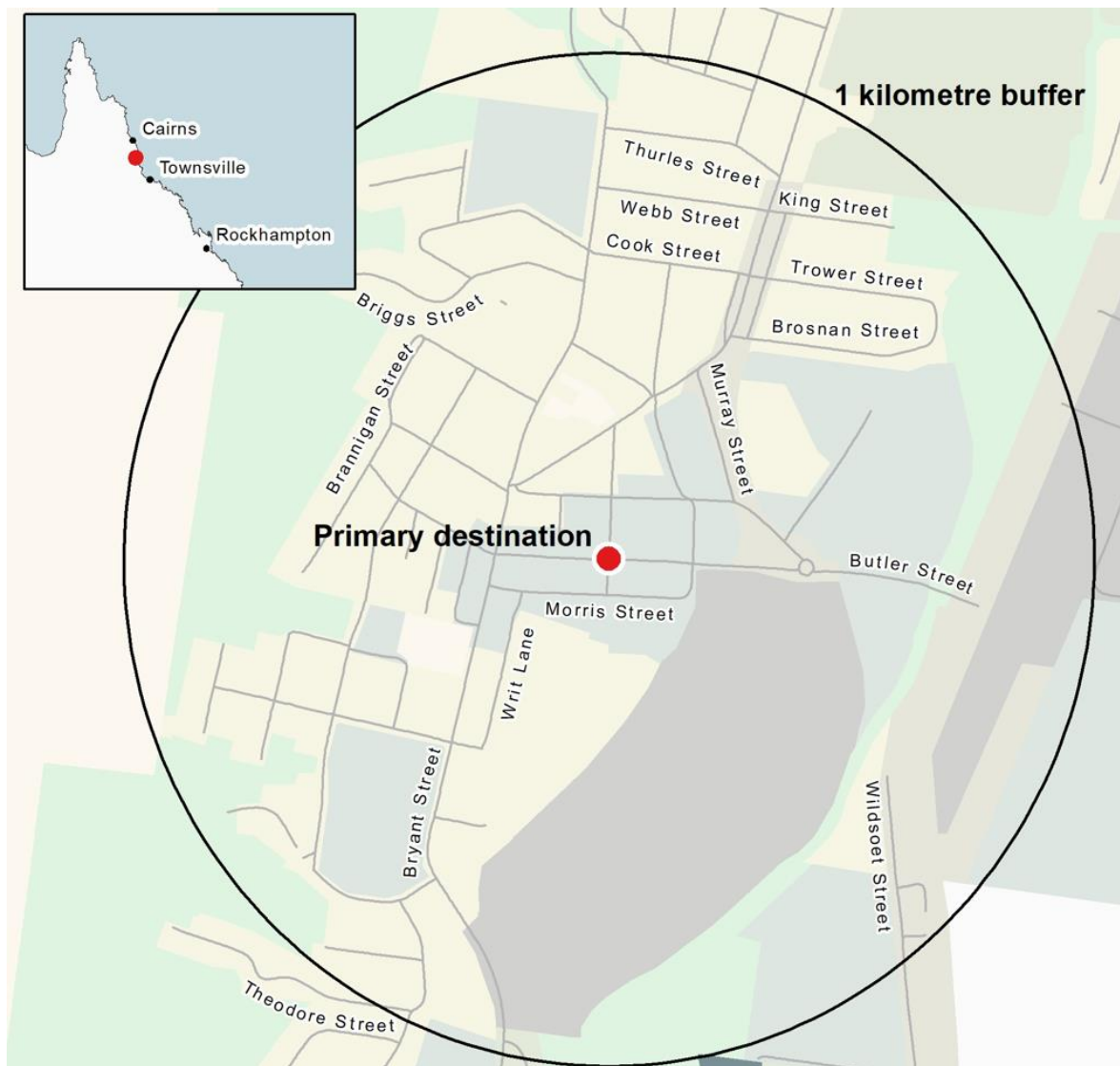
Council's objectives for walking and active recreation over the next 10 years are:

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

Study Area

The study area for this project surrounds the Central Business District (CBD) of Tully located in the centre of the Cassowary Coast Region in Far North Queensland.

Figure 1 – Study Area



About Tully

Tully is primarily known for its agricultural industry, particularly sugar cane and banana farming. The region experiences high rainfall and is the wettest town in Australia. The Tully River and nearby Tully Gorge National Park are popular attractions for outdoor enthusiasts, offering activities like white-water rafting and hiking. The town contains a range of shops, cafes, and local businesses and serves as the commercial hub for the surrounding area. The Tully Sugar Mill is a major feature of the town and is a major employer of locals.

Tully is a naturally beautiful town with many picturesque mountain streams passing through the town offering a glimpse of world class rainforest and while the rainfall and heat are often impediments to walking the climate does lend itself to producing green and shaded walking opportunities both now and into the future.

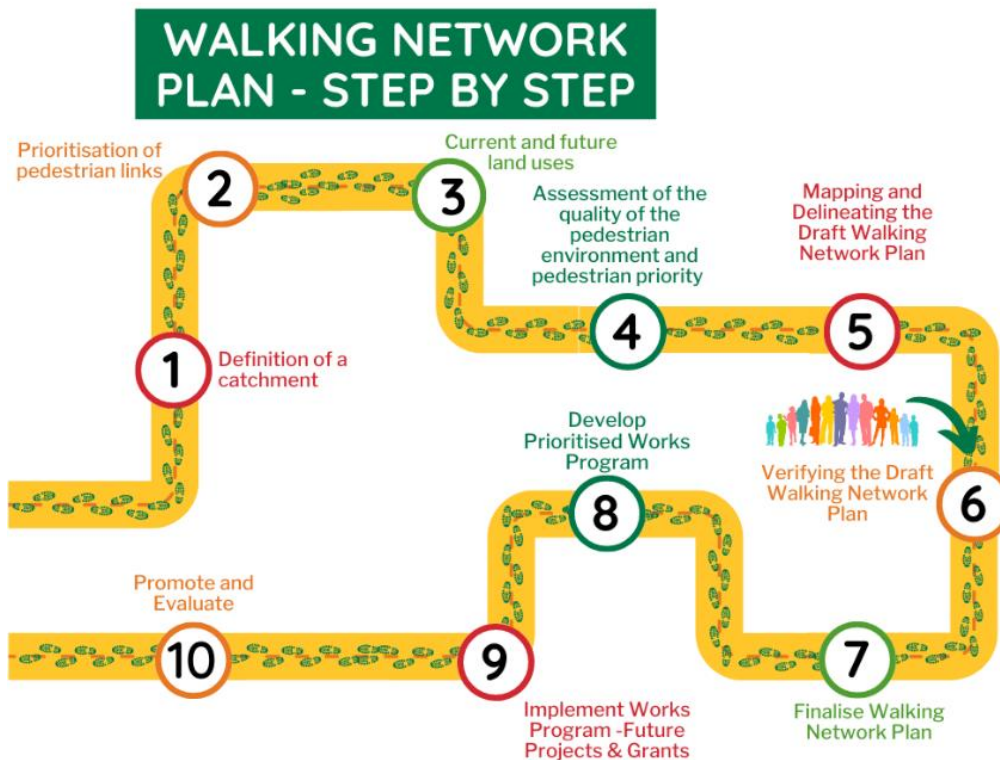
Development of the Draft Walking Network Plan

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, support and 50% funding to Council to develop the 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 as 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



Primary Destination - Tully Central Business District

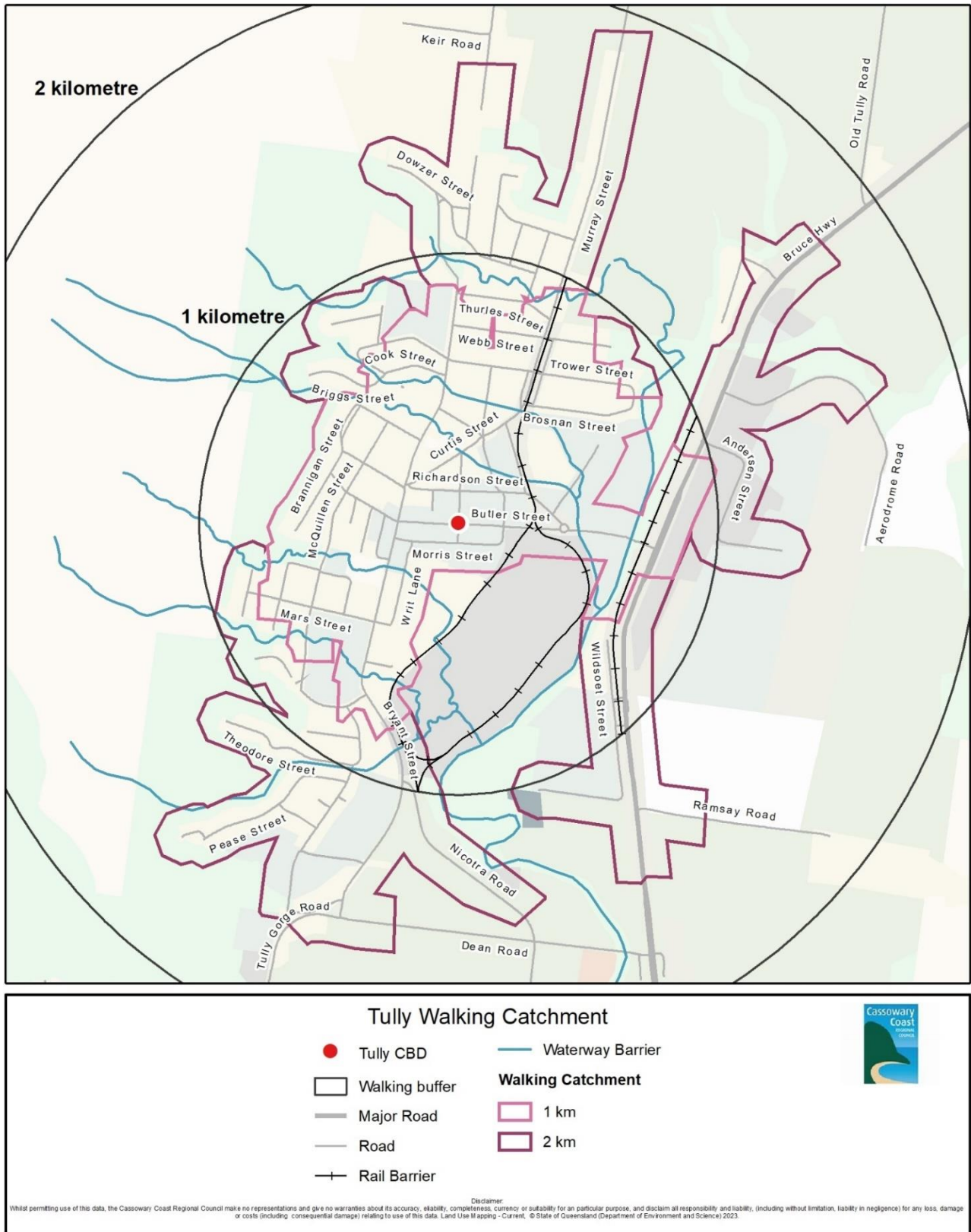
The primary destination used to develop the Tully WNP is the Tully Central Business District (CBD). The CBD contains a variety of retail and commercial businesses that support the township and surrounding areas. The CBD was chosen as the primary destination for the WNP as it is considered to be the most attractive destination for short transport trips within Tully. For the purposes of this project the center of the CBD was considered to be the intersection of Butler Street and Still Street.

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 whole township of Tully. The main walking barriers within the walkable catchments are the Banyan & Bulgan Creeks, other minor waterways, Queensland Rail line, Tully Sugar Tramways and the mountainous terrain of Mount Tyson to the west.

Figure 3 Walkable Catchment of the Tully Central Business District including walking barriers.



Population Profile & Mapping

The population of within the study area in the 2021 census was 2693. There are a few vacant parcels of land within the township that could accommodate growth and beyond this the growth corridor for Tully is to the north of the study area towards Bulgan.

Council expects to see a relatively modest increase in population in line with the rest of the Cassowary Coast Region. There is potential for some higher density workers accommodation to support the local agriculture industry which would increase demand for walking infrastructure.

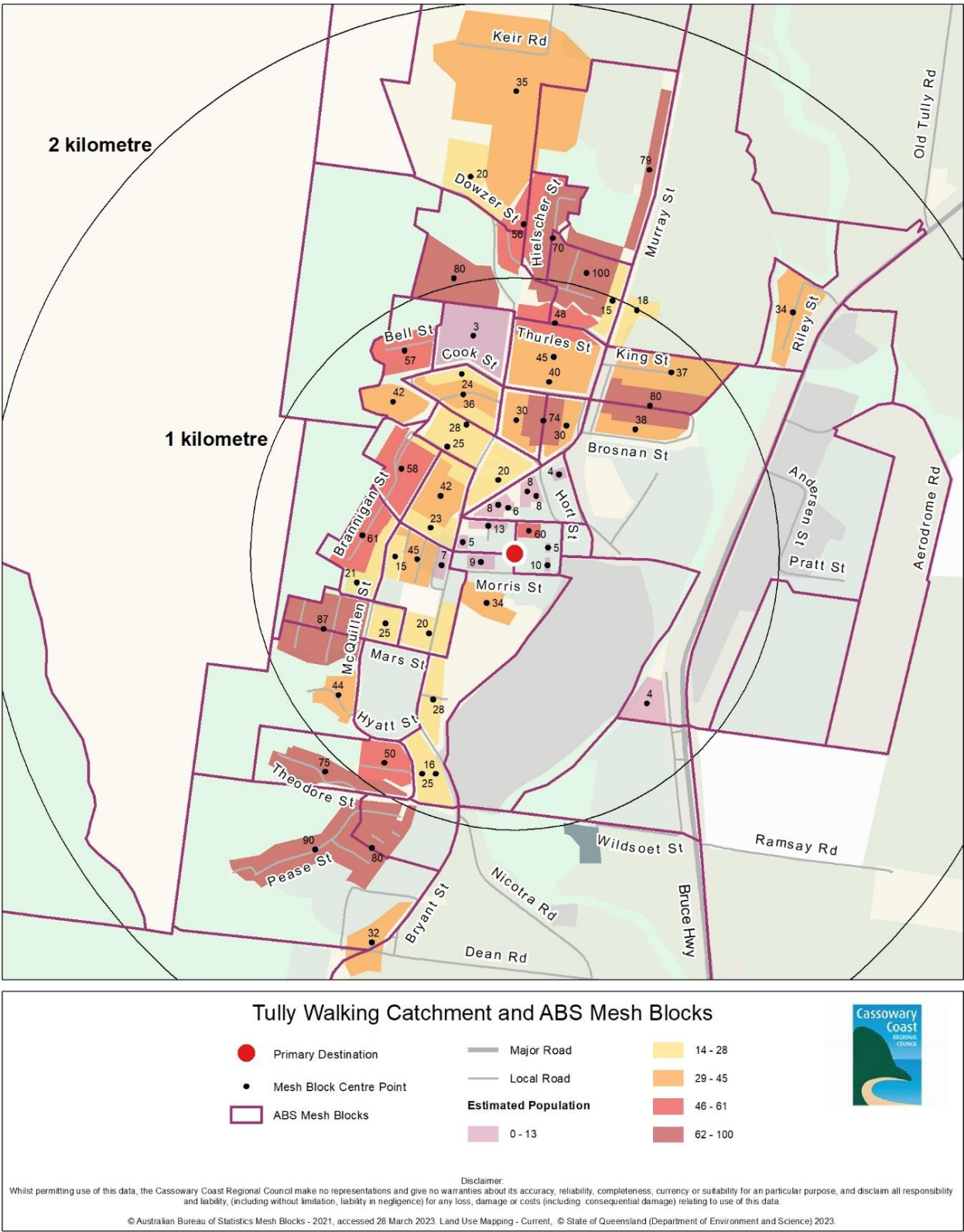
Population Mesh Block Data

The 2021 Census data available for Tully is broken into nine mesh blocks as shown in Figure 4. 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 5.

Figure 4 2021 Census Mesh Blocks populations for Tully

Census Mesh Block	Population	Census Mesh Block	Population
30215620000	54	30562453000	89
30215630000	80	30562456700	62
30215640000	0	30562528100	0
30216772000	38	30562545700	34
30216810000	0	30562545800	11
30216820000	111	30562617300	62
30216830000	104	30562660100	71
30216840000	88	30562717300	0
30216850000	3	30562793200	0
30216860000	110	30562830400	0
30216870000	134	30562853200	0
30216880000	99	30562875900	125
30216890000	64	30562909100	0
30216900000	118	30562953100	34
30216930000	87	30563016200	75
30216940000	82	30563045700	94
30216963000	18	30563123700	80
30216970000	0	30563737600	18
30216990000	73	30563830500	75
30217030000	70	30563903500	94
30217040000	42	30563925300	103
30217111000	81	30564057100	156
30217112000	54	30604460000	0
		Total	2693

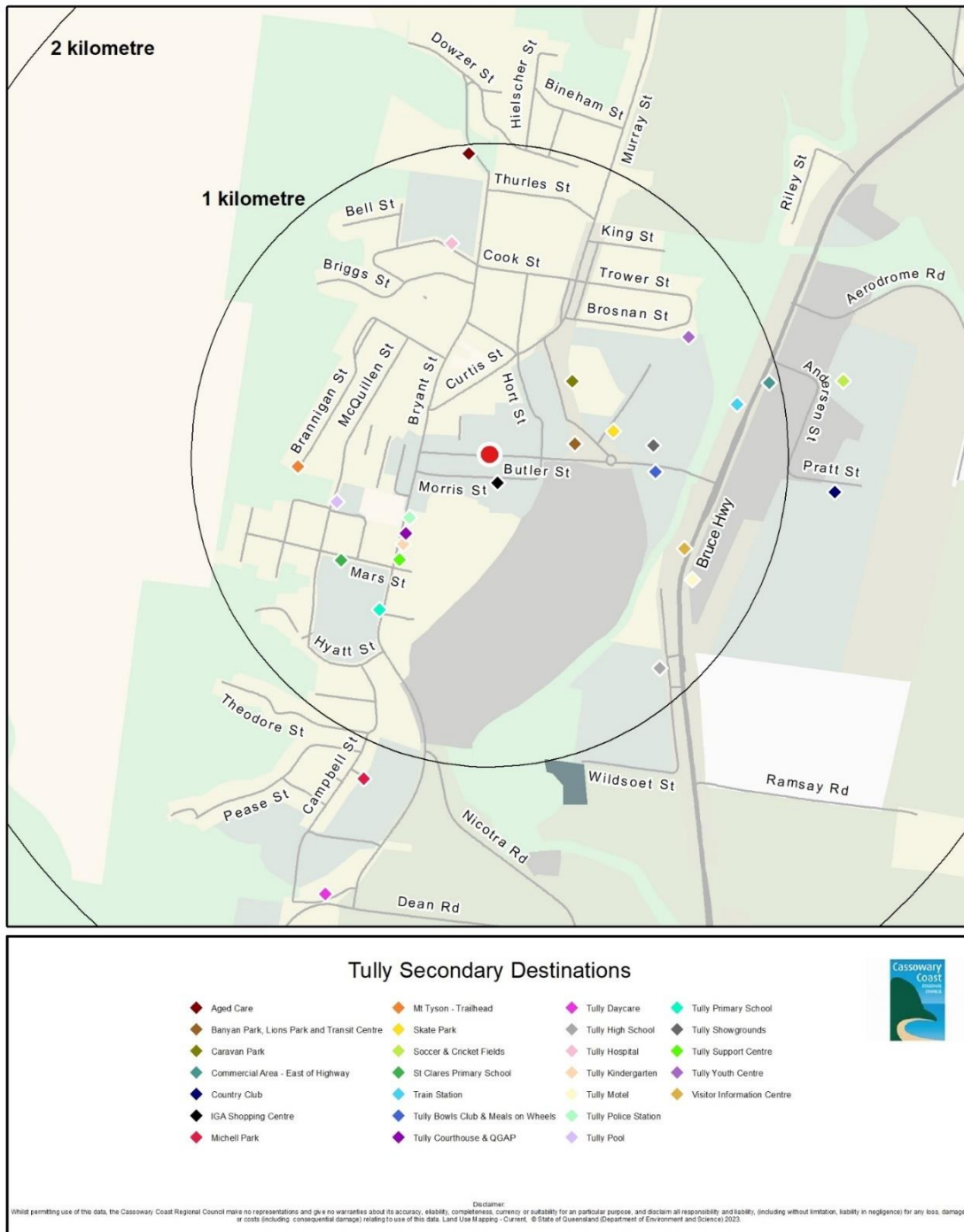
Figure 5 –Population Mesh Blocks



Secondary Destinations

Within Tully there are 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 Tully.

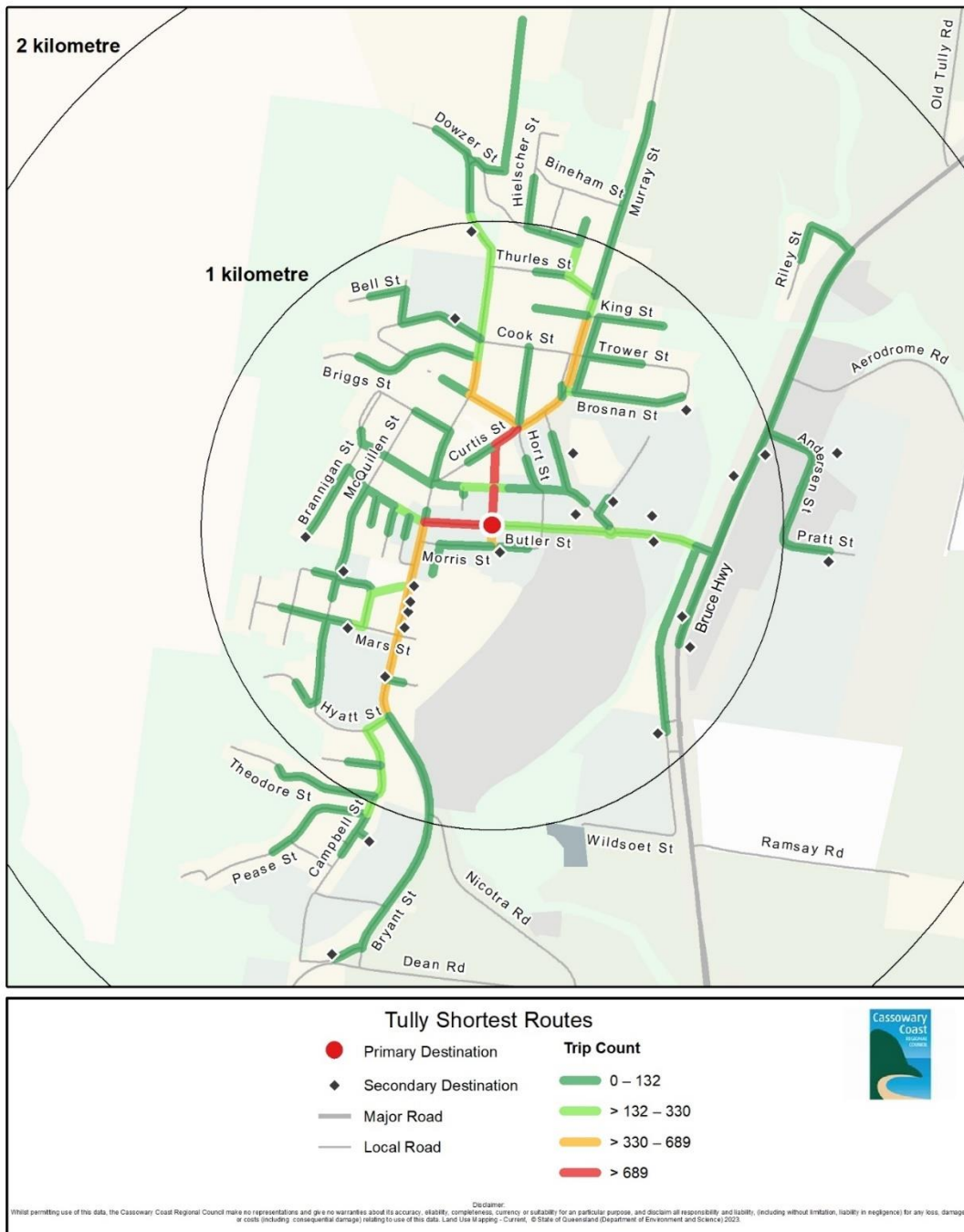
Figure 6 Map of Secondary Destinations



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

Figure 7 – Shortest Route Mapping



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

Cassowary Coast Regional Council utilised its “have your say” online engagement platform supported by an online interactive mapping tool to undertake a survey of the community. The survey was promoted via radio, social media, Council’s website, project signage around Tully and notification via email and/or phone to 34 identified stakeholder groups.

In addition to the survey a community feedback session was held on the 27th May to inform the community of the outcomes of the survey and preliminary planning process. The information session was promoted through various forms of media and all survey participants who responded to the online survey were invited to attend.

Stakeholders

Early in the project a stakeholder register was developed to ensure that a wide variety of feedback was sought from the community of Tully. Figure 8 details the list of stakeholders that were identified and invited to contribute to the online engagement and attend the project information session.

Figure 8 – Stakeholder Register

Tully and District Chamber of Commerce	Tully Netball Cub
Queensland Health – Tully Hospital	Tully Swim Club
Tully Ambulance	Tully Hash House Harriers
Tully Police Station	Tully State High School
Tully Youth and Support Centre	Tully Primary School
Tully Aged Care	Tully Community Pre-School and Kindergarten
Tully Rotary	St Clare’s School
Tully RSL	Little Gumboots Early Learning Centre
Tully Masonic Lodge	Cassowary Coast Consultative Committee (QPS, TMR, CCRC)
Tully Country Club	Tully Junior Football Club
Mamu Health Service – Tully	Tully Tennis Cub
Tully Lions Club	Tully Walkie-Talkies
Tully and District Senior Citizens	Mackays Bananas
Tully Meals on Wheels Inc.	Teitzels IGA
Innisfail and District Disability Awareness Group	Tully Rugby League
Traditional Owner Representatives	Tully Bowls Club
Tully Cricket Assoc.	Tully Touch Football

Stakeholder Feedback

The stakeholder engagement process was very successful with 25 responses received. When compared to other engagements on Council's Have your say platform interest and participation in the project was high.

As a result of the engagement process stakeholder feedback was collated and displayed graphically in Figure 9.

Figure 9 – Stakeholder Feedback



Highlights from Community Information Session

The community information session held on the 27th April 2023 had 10 participants who provided additional feedback that was consistent with the results of the online engagement.

Key feedback from the community included:

Issue	Consideration for WNP
An improved level of service for walking and cycling access to Alligators Nest and the Rural residential area of Bulgan is important to the community. Upgrades can be progressive starting with improvements in grass cutting, provision of deco granite and eventually sealed.	Alligators Nest and the Bulgan Rural Residential area sit outside on the WNP study area. As noted at the information session improving mowing of grass along the route will increase accessibility. The Kurrimine deco track was put forward as an example of a suitable interim path. Council to consider as part of operational budget. Note there are several other rural residential areas within the Cassowary Coast that also need to be considered including: Merryburn, Etty Bay, Birkalla etc.
Understand and support the plan objectives and that upgrades will be progressive and prioritized in a way that maximises benefits to get more people walking more often.	Confirms objectives and priorities to be aligned with plan objectives.
Consider connection to Mt Tyson trailhead.	Track up Mt Tyson is steep and requires a relatively high degree of fitness. The verge along Brannigan St and Watkins street is easily trafficable by comparison. Consider working with Queensland Parks and Wildlife Service to improve wayfinding signage and access.
Desire to see improved lighting	Lighting to come at a later stage following the completion of the upgraded walking network and as widespread project. Council wants to avoid making false sense of security with some sections lit and some not.
Bruce Highway bridge near BP has no pedestrian facilities	For long term planning by TMR

Department of Transport and Main Roads Feedback

The Bruce Highway that runs through Tully is a Federal Highway managed by the Department of Transport and Main Roads (TMR). The TMR Cairns office provided input into the WNP relevant to Bruce Highway as well as general feedback on the network plan. Feedback provided included:

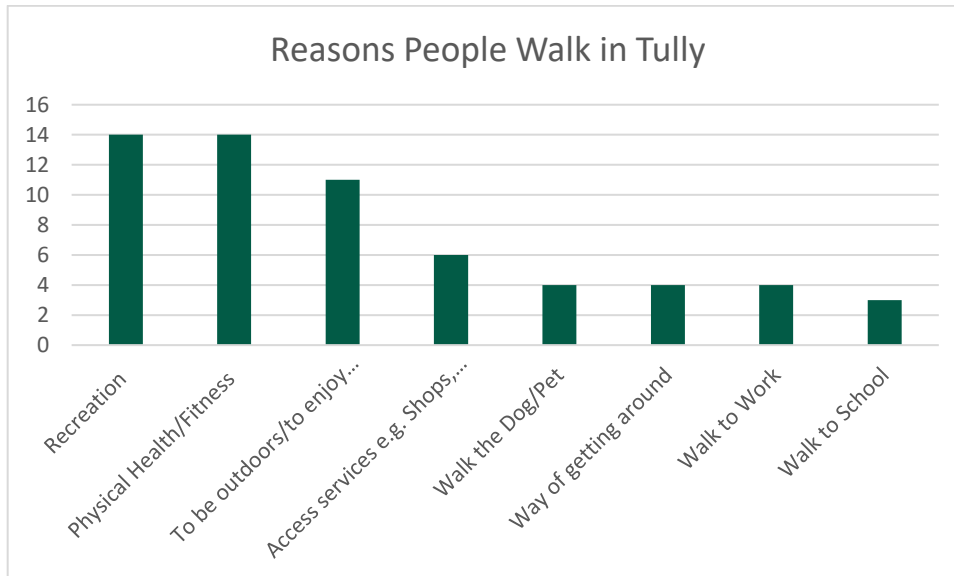
- Crossing of the Bruce Highway at Butler Street is legacy infrastructure and not in current upgrade plans for the Bruce Highway. Low cost improvements should be considered.
- Pedestrian access across Banyan Creek (near BP) will be a long term project likely undertaken when the bridge requires upgrade/replacement.

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

Recreational Walking Routes

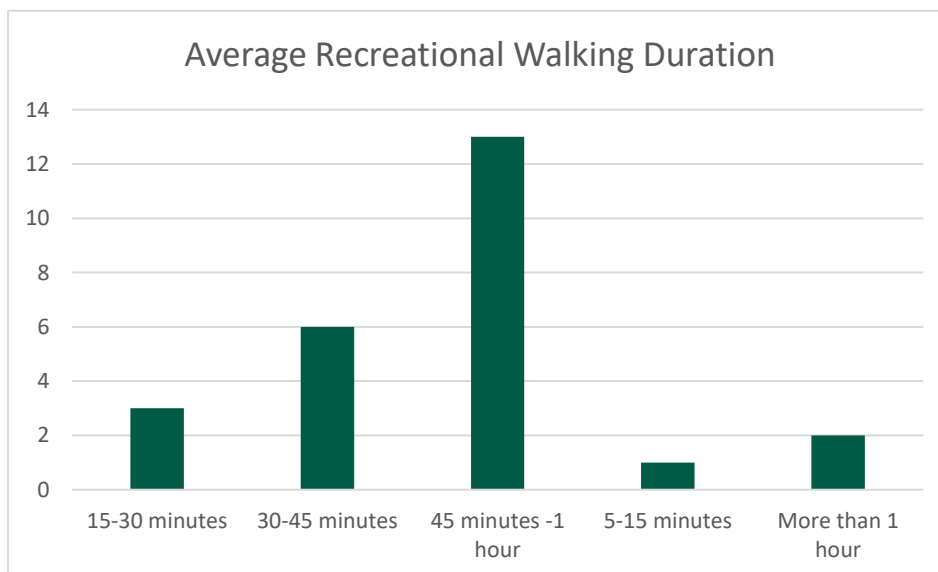
Consideration of recreational walking routes was also an important element of the project. As evidenced in the survey responses and shown in Figure 10 the vast majority of people who responded to the survey walk for recreation and similar reasons. Ensuring that the network plan provides not only for improved connectivity to the Tully CBD but also for recreational walking is considered very important.

Figure 10 – Survey Results – Reasons for Walking



For those respondents the Figure 11 shows that the majority walk for 30mins to an hour which equates to approximately a 3-5km recreational walk. This walking duration is consistent with other surveys completed across Queensland.

Figure 11 – Survey Results – Recreational Walking Durations



To accommodate recreational walking a number of interconnecting paths are proposed to provide the community with more options to select a number of recreational circuit walks around Tully with distances of 3-5km. Included in this is a new path within the Tully Showgrounds which runs along an existing creek line and has an existing makeshift bridge that has been placed by the community. This path will also provide an additional experience for guests at the Tully Caravan Park. Potential recreational circuit walk options are shown in Figure 12.

Figure 10 – Recreational Circuit Walking Options



Tully Recreational Circuit Walks

- Tully CBD
- Walking buffer
- Recreational Circuit Walks
- Major Road
- Road



Disclaimer:
Whilst permitting use of this data, the Cassowary Coast Regional 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.

Primary & Secondary Routes

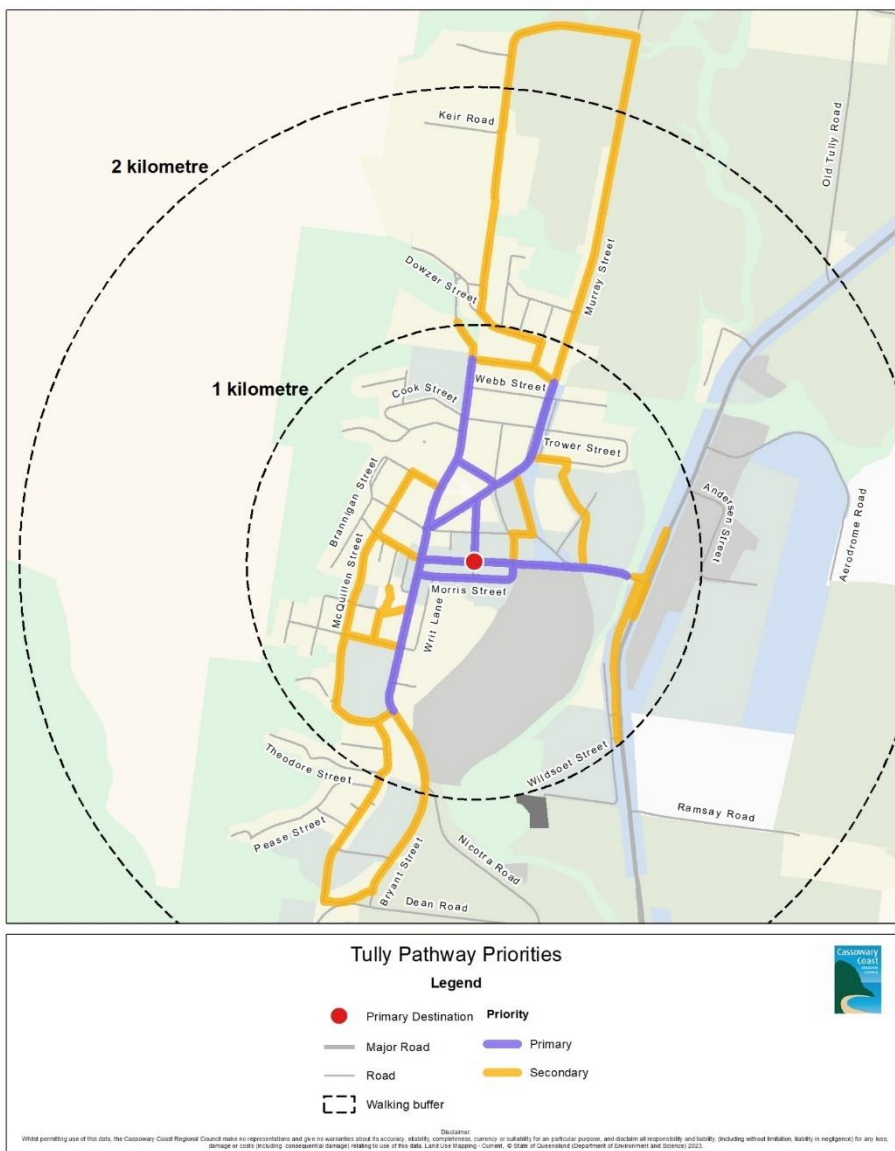
Following the spatial analysis and community engagement the proposed pathway network was classified into 2 categories being: Primary & Secondary. This categorisation allows Council to identify parts of the future pedestrian network that will benefit the greatest number of pedestrians.

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 13 details the primary and secondary walking routes within Tully.

Figure 13 Primary and Secondary Routes



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 14 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 is currently developing a Master Plan for Banyan Park and has plans to renew the streetscape within Butler St within the next 10 years. These sections of the pedestrian network will require additional planning and design effort to accommodate the requirements of the Master Plans.

Figure 14– 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. Note: within Butler St standard may vary due to other landscaping and parking requirements.
Secondary	2.0m concrete path	Street Trees – one every 20m, Seating – every 500m (under trees). Wayfinding signage directing users to primary pathways.

Priority Works Program

The walking network plan identified a total of 8.8km of new pathways and various other improvements to be made to walking facilities within Tully. 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 Figure 15.

Figure - 15 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 16.

Figure - 16 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 17 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 Long Transport Asset Management Plan. 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 - 17 Timing Categories

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

Other Improvement Opportunities

Council's existing pathway network is in relatively good condition however there are 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.

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 18. 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 - 18 Project Cost Ranges

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

Priority Projects

The Priority Works Program was developed by applying the abovementioned criteria to produce the program of works shown in table form in Figure 19 and mapped in Figure 20.

Figure 19 –Priorities Works Program – Table

Road Name	Work Type	Category	Ranking	Priority	Timing	Cost	Map Ref.
Bryant St (QPS)	Kerb Extensions / Refuge Island	Primary	Essential	1	Short Term	\$\$	P-24
Butler St / Still St	Improve alignment of pram ramps	Primary	Essential	1	Short Term	\$	P-7
Hort St (South)	Reduce Crossing Width / Blister/ Median	Primary	Essential	1	Short Term	\$\$	P-27
Butler St / Hort St	Crossing Improvements	Primary	Essential	1	Short Term	\$	P-6
Henry St (Black to Bryant)	Construct New Pathway	Primary	Essential	1	Short Term	\$\$	L-28
Butler St /Bryant St	Improve crossings as part of future street upgrade	Primary	Essential	1	Short Term	\$\$\$	P-29
Murray St (Curtis to Brosnan)	Construct New Pathway	Primary	Essential	1	Short Term	\$\$	L-7
Still St (Richardson to Hort)	Construct New Pathway	Primary	Essential	1	Short Term	\$\$	L-3
Wilsoet St (road to school)	Construct New Pathway	Secondary	Essential	1	Short Term	\$	L-29
Butler St (Tramway Crossing)	Tramway Crossing Safety Upgrade	Primary	Important	2	Short Term	\$	P-3
Butler St (High School access)	Remove post hazard / Improve safety of guy wire	Primary	Essential	2	Short Term	\$	P-14
Wildsoet St (connection to High School)	Shared Zone Signage and Line marking	Secondary	Essential	2	Short Term	\$	P-22
Butler St (South - Bridge to Bruce)	Construct New Pathway	Secondary	Essential	2	Short Term	\$	L-27
Butler St (North - Bridge to Bruce)	Construct New Pathway	Secondary	Essential	2	Short Term	\$	L-25
Bamber St (north of cul-de-sac)	Priority Maintenance	Secondary	Important	3	Short Term	\$	P-25
Bryant St (Mars)	Kerb Extensions / Refuge Island	Primary	Essential	1	Medium Term	\$\$	P-10
Bryant St (Cook)	Kerb Extensions / Refuge Island	Primary	Essential	1	Medium Term	\$\$	P-32
Bryant St (Edward)	Kerb Extensions / Refuge Island	Primary	Essential	1	Medium Term	\$\$	P-33
Bryant St (Henry North)	Kerb Extensions / Refuge Island	Primary	Essential	1	Medium Term	\$\$	P-34
Curtis St (Hort to Murray)	Construct New Pathway	Primary	Essential	1	Medium Term	\$\$	L-4
Curtis St (Black to Still)	Construct New Pathway	Primary	Essential	1	Medium Term	\$\$	L-5
Murray St (Thurles to Bineham)	Construct New Pathway	Primary	Essential	1	Medium Term	\$\$\$	L-11
Bryant St	Kerb Extensions /	Primary	Essential	1	Medium	\$\$	P-36

Tully Walking Network Plan

(Parmeter)	Refuge Island				Term		
Murray St (Brosnan to Trower)	Construct New Pathway	Primary	Essential	1	Medium Term	\$\$	L-8
Murray St (Cook to Webb)	Construct New Pathway	Primary	Essential	1	Medium Term	\$\$	L-9
Murray St (King to Thurles)	Construct New Pathway	Primary	Essential	1	Medium Term	\$\$	L-10
Butler St (adjacent to showgrounds)	Wayfinding Signage to Service Station/High School	Primary	Important	2	Medium Term	\$	P-11
Richardson St (between Hort and Murray Sts)	Crossing location with medians	Secondary	Essential	2	Medium Term	\$\$	P-28
Campbell St (south of Theodore St)	Pedestrian crossings of open channels	Secondary	Essential	2	Medium Term	\$\$	P-1
Bryant St (Hyatt)	Kerb Extensions / Refuge Island	Secondary	Essential	2	Medium Term	\$\$	P-23
Hort St (North)	Kerb Extensions / Refuge Island	Secondary	Essential	2	Medium Term	\$\$	P-8
Butler St (Baynan Park)	Improve through connectivity as part of Banyan Park	Primary	Important	3	Medium Term	\$\$\$\$	P-15
Murray St (Tramway Crossing)	Tramway Crossing Safety Upgrade	Secondary	Important	3	Medium Term	\$	P-4
Bruce Highway / Butler St	Improve Crossing at Traffic Lights	Secondary	Important	3	Medium Term	\$\$	P-2
Thurles St (Cairns to Bryant)	Construct New Pathway	Secondary	Important	3	Medium Term	\$\$	L-19
Campbell St (Hyatt to Scuderi)	Construct New Pathway	Secondary	Important	3	Medium Term	\$\$\$	L-12
Thurles St (Murray to Kirk)	Construct New Pathway	Secondary	Important	3	Medium Term	\$\$	L-18
Murray St (Bineham to Creek)	Construct New Pathway	Secondary	Essential	1	Long Term	\$\$\$	L-31
Murray St (creek to Keir)	Construct New Pathway	Secondary	Essential	1	Long Term	\$\$\$	L-32
Bryant St (Hyatt to New Lawn Cemetery)	Construct New Pathway	Secondary	Essential	2	Long Term	\$\$\$	L-14
Murray St (Van Park to Curtis)	Construct New Pathway	Secondary	Essential	2	Long Term	\$\$	L-6
Butler St (south)	Improvements to Rail Crossing	Secondary	Important	3	Long Term	\$\$	P-13
Butler St (north)	Improvements to Rail Crossing	Secondary	Important	3	Long Term	\$\$	P-12
Brosnan St (Showgrounds to Murray)	Construct New Pathway	Secondary	Important	3	Long Term	\$\$	L-2
Brosnan St / Murray St	Kerb Extensions / Refuge Island	Secondary	Important	3	Long Term	\$\$	P-5
Showgrounds (Butler to Brosnan)	Construct New Pathway	Secondary	Important	3	Long Term	\$\$\$	L-1
Campbell St (Scuderi to Bryant)	Construct New Pathway	Secondary	Important	3	Long Term	\$\$\$	L-13
Bruce Hwy (Butler to Train Station)	Construct New Pathway	Secondary	Essential	2	Beyond	\$\$	L-26
Bruce Hwy (Butler	Construct New	Secondary	Essential	2	Beyond	\$\$	L-30

Tully Walking Network Plan

to VIC)	Pathway						
McQuillen St (Watkins to Black)	Construct New Pathway	Secondary	Important	3	Beyond	\$\$	L-23
McQuillen St (Black to Bryant)	Construct New Pathway	Secondary	Important	3	Beyond	\$\$\$	L-24
McQuillen St (Bob Rodgers to Graham)	Construct New Pathway	Secondary	Important	3	Beyond	\$\$\$	L-22
McQuillen St (Mars to Campbell)	Construct New Pathway	Secondary	Important	3	Beyond	\$\$\$	L-20
McQuillen St (Graham to Mars)	Construct New Pathway	Secondary	Important	3	Beyond	\$\$	L-21
Kirk St (Cairns to Hielscher)	Construct New Pathway	Secondary	Important	3	Beyond	\$\$	L-17
Bruce Hwy (Banyan Creek)	Pedestrian access over bridge	Secondary	Important	3	Beyond	\$\$\$\$	P-38
Bamber St (Heishler to end)	Construct New Pathway	Secondary	Important	3	Beyond	\$\$\$	L-16
Keir Rd (Murray St to end)	Construct New Pathway	Secondary	Important	3	Beyond	\$\$\$\$	L-33
General – Shade Trees	Progressive planting of shade trees with pathway construction and replacement programs	All	Important	2	Ongoing	\$	-
Local Law - Compliance Activities	Undertake routine and targeted patrols for stray dogs and a frame signage that impacts on peoples abilities to walk safely around Tully.	All	Important	2	Ongoing	\$	-
General – Wayfinding	Wayfinding to promote key destinations and recreational walking options	All	Important	3	Ongoing	\$	-
National Par - Mt Tyson walking track (Brannigan St)	Facilitate improvements and promotion of the Mt Tyson walking facilities by Queensland Parks and Wildlife Service	-	Important	3	Ongoing	-	-

Figure 20 –Priorities Works Program - Map



Tully Pathway Priorities

- | | | |
|---|--|--|
| ● Tully CBD | Priority Works Program | — Short Term |
| Walking buffer | ● Short Term | — Medium Term |
| — Major Road | ● Medium Term | — Long Term |
| — Local Road | ● Long Term | — Beyond |
| | ● Beyond | |



Disclaimer:
Whilst permitting use of this data, the Cassowary Coast Regional Council make no representations and give no warranties about its accuracy, reliability, completeness, currency or suitability for a 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 an Multi Criteria Analysis (MCA) was used to provide more granular prioritisation. The criteria and weightings used in the analysis are shown in Figure 21 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.

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

Figure - 21 Multi Criteria Analysis Criteria and Weightings

Criteria	Weighting
Hierarchy – Primary and Secondary	30%
Safety	20%
Connectivity to CBD	10%
Recreational benefit	15%
Schools and other high use secondary destinations	10%
Cost Factor	15%
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
Recreational Benefit	
No through connection, doesn't connect residential area to recreational circuit	1

Connection from residential area to recreational circuit	2
Recreational circuit (existing circuit in area)	3
Recreational circuit (no existing circuit in area)	4
High Amenity, recreational circuit	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

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.

Next Steps

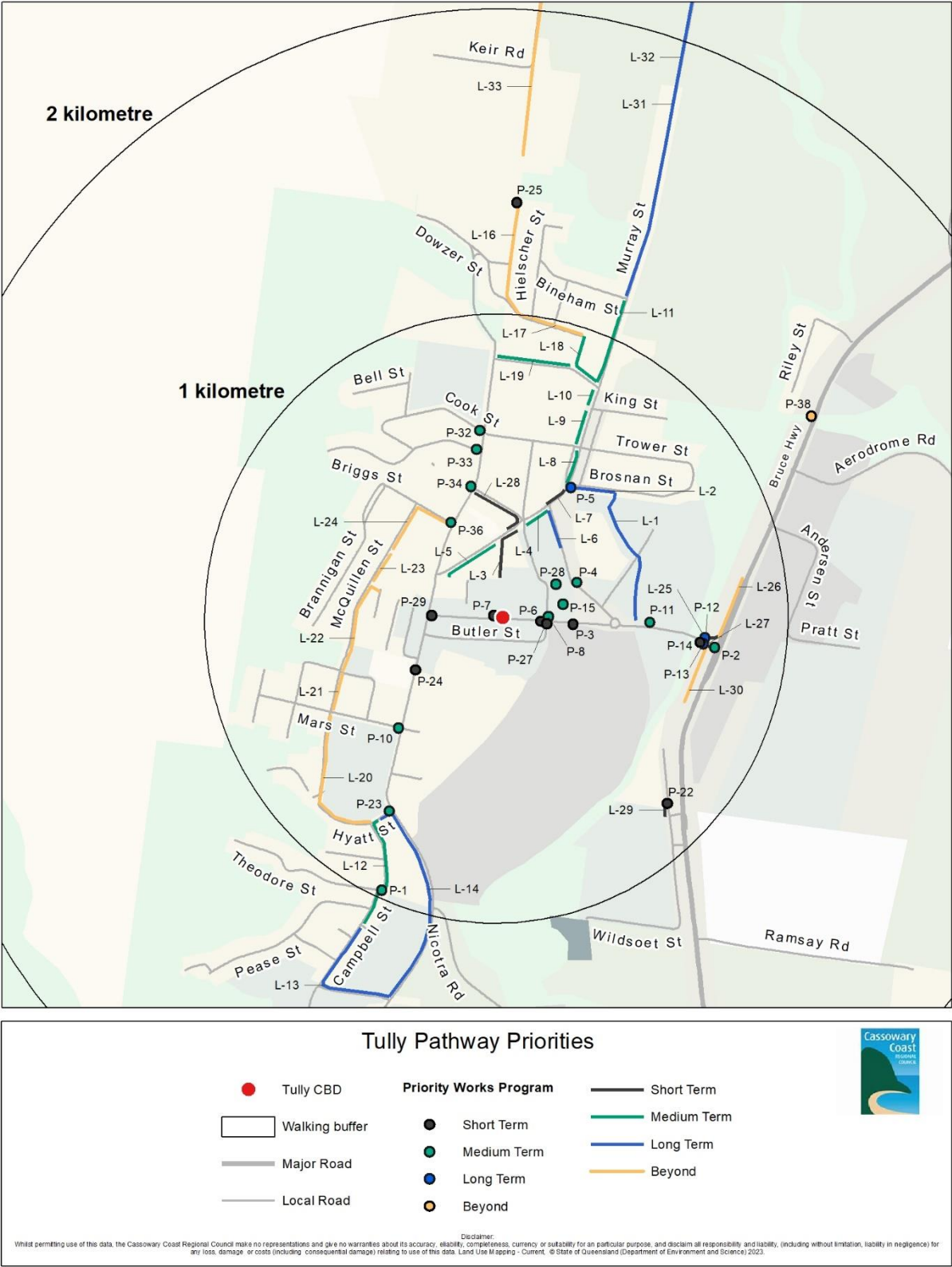
Recommendations from this report should be included in future financial and project planning processes undertaken by Council. As project implementation occurs Council should undertake additional engagement with stakeholders through the design and construction phases. Success of the implementation phase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

Appendices

Appendix 1 – Detailed Project Prioritisation

Road Name	Work Type	Category	Map Ref.	Hierarchy – Primary and Secondary	Safety	Connectivity to CBD	Recreational benefit	Schools and other high use secondary destinations	Cost Factor	Score
Bryant St (QPS)	Kerb Extensions / Refuge Island	Primary	CCRC-P-24	5	5	4	3	5	4	4.45
Butler St / Still St	Improve alignment of pram ramps	Primary	CCRC-P-7	5	5	5	1	5	5	4.4
Hort St (South)	Reduce Crossing Width / Blister/ Median	Primary	CCRC-P-27	5	4	5	3	5	4	4.35
Butler St / Hort St	Crossing Improvements	Primary	CCRC-P-6	5	4	5	1	5	5	4.2
Henry St (Black to Bryant)	Construct New Pathway	Primary	CCRC-L-28	5	4	5	3	3	4	4.15
Butler St / Bryant St	Improve crossings as part of future street upgrade	Primary	CCRC-P-29	5	4	5	2	5	3	4.05
Murray St (Curtis to Brosnan)	Construct New Pathway	Primary	CCRC-L-7	5	4	4	3	3	4	4.05
Still St (Richardson to Hort)	Construct New Pathway	Primary	CCRC-L-3	5	4	5	2	3	4	4
Wilsoet St (road to school)	Construct New Pathway	Secondary	CCRC-L-29	3	5	3	2	5	5	3.75
Butler St (Tramway Crossing)	Tramway Crossing Safety Upgrade	Primary	CCRC-P-3	5	5	4	3	5	5	4.6
Butler St (High School access)	Remove post hazard / Improve safety of guy wire	Primary	CCRC-P-14	5	5	3	2	5	5	4.35
Wildsoet St (connection to High School)	Shared Zone Signage and Linemarking	Secondary	CCRC-P-22	3	5	3	2	5	5	3.75
Butler St (South - Bridge to Bruce)	Construct New Pathway	Secondary	CCRC-L-27	3	5	3	1	5	5	3.6
Butler St (North - Bridge to Bruce)	Construct New Pathway	Secondary	CCRC-L-25	3	5	3	1	1	5	3.2
Bamber St (north of cul-de-sac)	Priority Maintenance	Secondary	CCRC-P-25	3	4	2	3	2	5	3.3
Bryant St (Mars)	Kerb Extensions / Refuge Island	Primary	CCRC-P-10	5	3	4	3	4	4	3.95
Bryant St (Cook)	Kerb Extensions / Refuge Island	Primary	CCRC-P-32	5	3	3	3	4	4	3.85
Bryant St (Edward)	Kerb Extensions / Refuge Island	Primary	CCRC-P-33	5	3	3	3	4	4	3.85
Bryant St (Henry North)	Kerb Extensions / Refuge Island	Primary	CCRC-P-34	5	3	3	3	4	4	3.85
Curtis St (Hort to Murray)	Construct New Pathway	Primary	CCRC-L-4	5	2	4	3	5	4	3.85
Curtis St (Black to Still)	Construct New Pathway	Primary	CCRC-L-5	5	2	5	3	4	4	3.85
Murray St (Thurles to Bineham)	Construct New Pathway	Primary	CCRC-L-11	5	4	3	3	3	3	3.8
Bryant St (Parmeter)	Kerb Extensions / Refuge Island	Primary	CCRC-P-36	5	3	3	3	3	4	3.75
Murray St (Brosnan to Trower)	Construct New Pathway	Primary	CCRC-L-8	5	3	3	3	3	4	3.75
Murray St (Cook to Webb)	Construct New Pathway	Primary	CCRC-L-9	5	3	3	3	3	4	3.75
Murray St (King to Thurles)	Construct New Pathway	Primary	CCRC-L-10	5	3	3	3	3	4	3.75
Butler St (adjacent to showgrounds)	Wayfinding Signage to Service Station/High School	Primary	CCRC-P-11	5	1	3	2	5	5	3.55
Richardson St (between Hort and Murray St)	Crossing location with medians	Secondary	CCRC-P-28	3	4	5	3	5	4	3.75
Campbell St (south of Theodore St)	Pedestrian crossings of open channels	Secondary	CCRC-P-1	3	4	3	3	3	4	3.35
Bryant St (Hyatt)	Kerb Extensions / Refuge Island	Secondary	CCRC-P-23	3	3	3	3	4	4	3.25
Hort St (North)	Kerb Extensions / Refuge Island	Secondary	CCRC-P-8	3	3	5	1	5	4	3.25
Butler St (Baynan Park)	Improve through connectivity as part of Banyan Park	Primary	CCRC-P-15	5	2	5	3	5	2	3.65
Murray St (Tramway Crossing)	Tramway Crossing Safety Upgrade	Secondary	CCRC-P-4	3	5	3	3	3	5	3.7
Bruce Highway / Butler St	Improve Crossing at Traffic Lights	Secondary	CCRC-P-2	3	5	3	1	5	4	3.45
Thurles St (Cairns to Bryant)	Construct New Pathway	Secondary	CCRC-L-19	3	3	1	4	3	4	3.1
Campbell St (Hyatt to Scuderi)	Construct New Pathway	Secondary	CCRC-L-12	3	3	3	3	3	3	3
Thurles St (Murray to Kirk)	Construct New Pathway	Secondary	CCRC-L-18	3	2	2	4	3	4	3
Murray St (Bineham to Creek)	Construct New Pathway	Secondary	CCRC-L-31	3	4	2	3	1	3	2.9
Murray St (creek to Keir)	Construct New Pathway	Secondary	CCRC-L-32	3	4	2	3	1	3	2.9
Bryant St (Hyatt to New Lawn Cemetery)	Construct New Pathway	Secondary	CCRC-L-14	3	3	2	4	2	3	2.95
Murray St (Van Park to Curtis)	Construct New Pathway	Secondary	CCRC-L-6	3	2	4	3	1	4	2.85
Butler St (south)	Improvements to Rail Crossing	Secondary	CCRC-P-13	3	5	3	1	5	4	3.45
Butler St (north)	Improvements to Rail Crossing	Secondary	CCRC-P-12	3	5	3	1	3	4	3.25
Brosnan St (Showgrounds to Murray)	Construct New Pathway	Secondary	CCRC-L-2	3	2	3	4	4	4	3.2
Brosnan St / Murray St	Kerb Extensions / Refuge Island	Secondary	CCRC-P-5	3	2	3	4	3	4	3.1
Showgrounds (Butler to Brosnan)	Construct New Pathway	Secondary	CCRC-L-1	3	1	1	5	5	3	2.9
Campbell St (Scuderi to Bryant)	Construct New Pathway	Secondary	CCRC-L-13	3	2	2	3	2	3	2.6
Bruce Hwy (Butler to Train Station)	Construct New Pathway	Secondary	CCRC-L-26	3	2	3	1	1	4	2.45
Bruce Hwy (Butler to VIC)	Construct New Pathway	Secondary	CCRC-L-30	3	2	3	1	1	4	2.45
McQuillen St (Watkins to Black)	Construct New Pathway	Secondary	CCRC-L-23	3	4	4	4	1	4	3.4
McQuillen St (Black to Bryant)	Construct New Pathway	Secondary	CCRC-L-24	3	4	4	4	1	3	3.25
McQuillen St (Bob Rodgers to Graham)	Construct New Pathway	Secondary	CCRC-L-22	3	2	4	4	3	3	3.05
McQuillen St (Mars to Campbell)	Construct New Pathway	Secondary	CCRC-L-20	3	3	3	4	1	3	2.95
McQuillen St (Graham to Mars)	Construct New Pathway	Secondary	CCRC-L-21	3	2	3	4	1	4	2.9
Kirk St (Cairns to Hielscher)	Construct New Pathway	Secondary	CCRC-L-17	3	2	3	3	1	4	2.75
Bruce Hwy (Banyan Creek)	Pedestrian access over bridge	Secondary	CCRC-P-38	3	5	2	1	1	2	2.65
Bamber St (Heishler to end)	Construct New Pathway	Secondary	CCRC-L-16	3	2	2	3	1	3	2.5
Keir Rd (Murray St to end)	Construct New Pathway	Secondary	CCRC-L-33	3	2	1	3	1	2	2.25

Appendix 2 - Tully Principal Cycle Network Plan





 1300 763 903

 enquiries@cassowarycoast.qld.gov.au

 cassowarycoast.qld.gov.au

 70 Rankin Street, Innisfail
38-40 Bryant Street, Tully
4 Balliol Street, Cardwell