



*Fraser Coast Regional Council*

# Active Travel Strategy 2020



Fraser Coast  
REGIONAL COUNCIL

## Executive Summary

By 2031, the Fraser Coast is expected to be home to 133,000 residents. As the population grows, there will be an increasing demand for Active Travel facilities as residents and visitors seek alternative modes for transport. The Active Travel Strategy identifies facilities and programmes that will accommodate and encourage further participation in Active Travel and has been created with input from the Fraser Coast community and key stakeholders within the region.

Studies into current Active Travel mode choice in the Fraser Coast region shows that the region has a high median age and reliance on electric mobility devices. Currently, approximately three quarters of the working population travel to work by car compared to a very low participation rate using Active Travel. The Fraser Coast region has an increasing footpath network and there are many opportunities to provide on-road cycling lanes.

The principles and objectives of the Active Travel Strategy have defined its vision to deliver facilities to accommodate the Fraser Region. The Strategy will deliver actions that focus on Policy, Initiatives and Infrastructure to deliver key outcomes of improving Active Travel participation rates and network connectivity.

Key actions to be delivered by the strategy include:

- Investigations and pilots of supporting treatments to increase the appeal of Active Travel facilities and mode choice.
- Programs to increase community Active Travel participation rates.
- Promotion of events and provision of facilities to encourage Active Travel.
- Delivery of Signature Projects to complete key connections in the Active Travel network.
- On-going delivery of network completion works.
- Investigations to identify appropriate locations for Active Travel infrastructure that supports and enhances the network.
- Policy improvements to facilitate the provision and use of Active Travel infrastructure in the Fraser Coast region.

The Active Travel Strategy is a high level document that has been designed to be a concise and easily read document. In support of this there were technical working papers to summarize the key steps undertaken in the preparation of this strategy.

### Quality Record

Issue	Date	Description	Prepared By	Approved By	Signed
A	4 Nov 2019	Draft Final	A Williams	D Naidu	
B	30 Jun 2020	Final - Consultation	D Beety	D Naidu	

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# INTRODUCTION



## Introduction

### What is Active Travel?

Active Travel includes any form of non-motorised transport that involves physical activity, with the exception of using low-powered electric devices. It includes activities such as walking, cycling, skateboarding, pushing prams and the use of mobility devices and electricity assisted bikes and scooters. The active travel network includes footpaths, shared paths, on-road cycle lanes, dedicated off-road cycle facilities and shared zones as well as sharing the use of the roadway with traffic.

### Purpose of the Active Travel Strategy

By 2031, the Fraser Coast is expected to be home to 133,000 residents. As the population grows, there will be an increasing demand for Active Travel facilities as residents and visitors seek alternative modes for transport.

The Active Travel Strategy identifies facilities and programmes that will accommodate and encourage further participation in Active Travel. The aim of the Strategy is to encourage residents and visitors to view Active Travel as an acceptable and viable option for commuting and recreational travel in the Fraser Coast. The successful delivery of the Active Travel Strategy will bring a variety of health-related and economic benefits to the Fraser Coast and will work towards establishing Fraser Coast as a lifestyle community where Active Travel plays a vital role.

This Strategy has been created with input from the Fraser Coast community and key stakeholders within the region.

*Note: Specialist use facilities such as mountain bike trails, skate parks, BMX tracks and isolated facilities within parklands are not included in the Active Travel Strategy.*



### Benefits of Active Travel

The successful implementation of the Strategy will result in increased Active Travel participation by residents and visitors. The benefits associated with increased Active Travel participation include:

- **Moving People:** Improving Active Travel facilities and connections will increase accessibility and safety in the Fraser Coast and allow residents and visitors to choose alternative transport modes over private vehicle. Additionally, improvements to the network will enable all users to travel safely to key destinations with greater reliance on footpaths and road crossings.
- **Well-Being:** Providing a well-connected Active Travel network will result in more residents and visitors participating in moderate to intensive physical activity on a daily basis. Programs and initiatives are designed to enhance the community's participation and use of these facilities.
- **Environment:** Active Travel is conducive to reducing congestion and improving traffic flow as people move away from reliance on private vehicles. Cities and towns with high levels of Active Travel have been proven to have less congestion and greater air quality than that of cities with a high dependency on private vehicles.
- **Economic:** Transport is one of the most significant items of household expenditure in Australia. Active Travel is relatively inexpensive for users and for local governments to deliver infrastructure. New special purpose facilities such as rail trails, as well as well connected communities create tourism opportunities, such as cycle-tourism, which adds significant economic benefits.
- **Social:** Active Travel supports social interactions and can make users feel more at home in their community. The ability to travel safely and independently is an important way to address issues such as social isolation, loneliness and depression. Increased participation rates in Active Travel can result in creating vibrant and welcoming communities.




# ACTIVE TRAVEL IN CONTEXT

## Active Travel in Context

### Active Travel on the Fraser Coast

Studies were completed to understand how the residents of the Fraser Coast currently participate in Active Travel and to identify the current status of the network. The key findings of the study are shown below.

	<b>HIGH MEDIAN AGE</b> <i>The median age of residents in the Fraser Coast is higher than the State average. There is an already high reliance (that is increasing) reliance on mobility devices due to our sub-tropical climate and relatively flat communities.</i>
	<b>TRAVEL TO WORK</b> <i>75% of persons who work travel to work by private vehicle while only 3% travel to work by Active Travel.</i>
	<b>FOOTPATH NETWORK</b> <i>We have a large footpath network that services a large area of the Fraser Coast. Completing the network will provide better connectivity across the region.</i>
	<b>ON-ROAD CYCLING LANES</b> <i>There are many opportunities to provide on-road cycling lanes.</i>
	<b>USER GROUPS</b> <i>Our region is home to a number of groups that promote Active Travel such as Bike User and Park Run groups.</i>

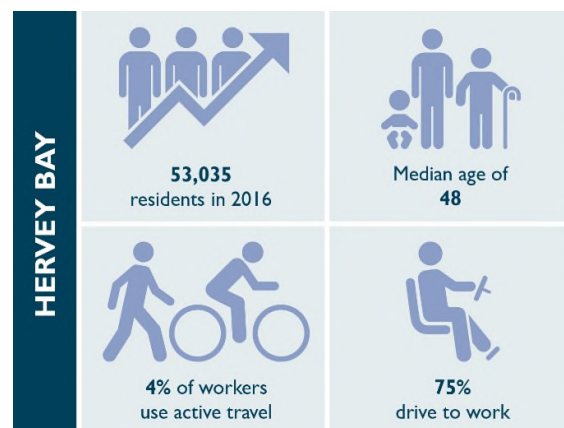
### Active Travel in Key Centres

#### Hervey Bay

As the largest urban centre in the Fraser Coast region, Hervey Bay has the most extensive Active Travel network. Key routes include the Links Mobility Corridor and the North-South Mobility Corridor. The most significant Active Travel attractor for the region is the Hervey Bay Recreational Trail, a foreshore shared pathway that traverses the entire length parallel to the Esplanade and connects key destinations that include Wetside Water Park, Urangan Pier and Dundowran Beach.

There are opportunities to improve on-road cycling facilities (which are limited) as well as off-road facilities (such as shared paths and dedicated cycle paths) that support north-south Active Travel trips, particularly in the eastern suburbs of Torquay and Urangan. Additionally, there are various infrastructure gaps in the

southern areas of Hervey Bay that are zoned for future development, which means that corridors in these areas need to be prioritised for delivery of Active Travel infrastructure as future developments emerge.

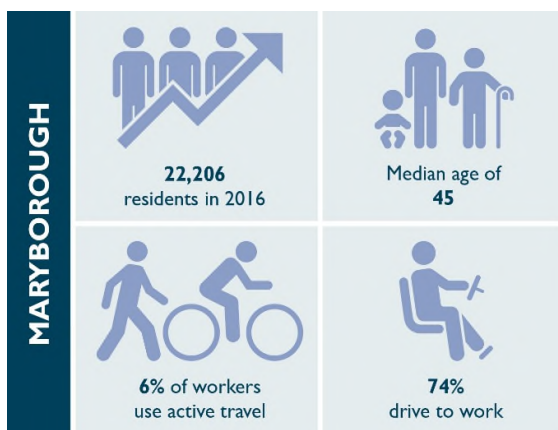




## Maryborough



Maryborough is the largest inland town in the Fraser Coast and, reflecting the town's heritage, has an established Active Travel network that includes several key links and a series of recreational trails and heritage walks. Active Travel routes of note include the Ululah Lagoon Trail, Tinana Trail and the Portside Precinct Trail that connects the notable destinations of Queens Park, the Mary Ann Steam Locomotive and several museums. Other important destinations include the Fraser Coast Wildlife Sanctuary and ANZAC park, however currently these have limited connectivity to the existing Active Travel network.

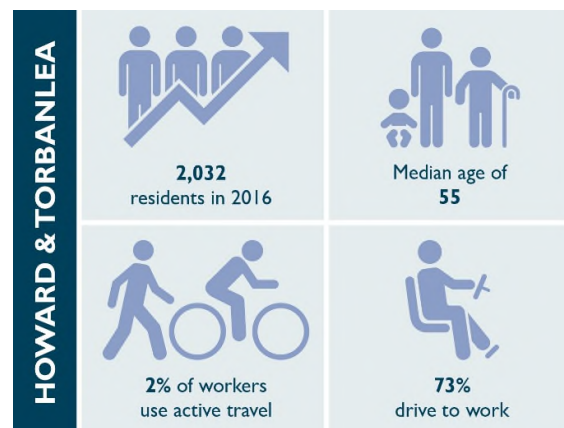


While there is a well established footpath network, the Strategy recognises the need to improve direct commuter routes within Maryborough, particularly to work and education destinations. Providing additional infrastructure on north-south linkages will improve accessibility between the CBD and the northern areas of Maryborough that contain residential

catchments, educational facilities and industrial employment centres.

## Howard and Torbanlea

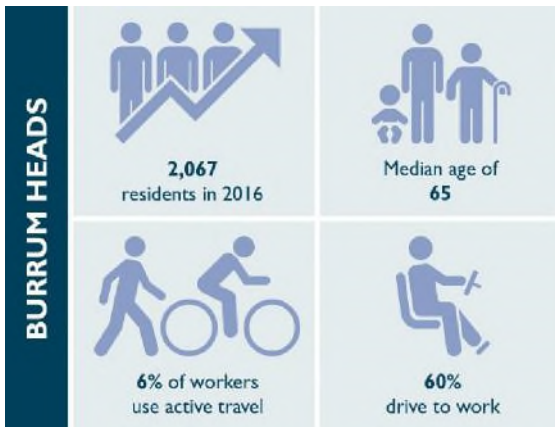
The Active Travel infrastructure in Howard and Torbanlea currently focuses on servicing key attractions. Additional infrastructure will be needed to further improve connectivity to key destinations within the area, such as the Burrum District Golf Club, Bamboo Land Nursery and Parklands, Torbanlea Racecourse and the Grand Hotel Howard.



## Burrum Heads

Burrum Heads has an Active Travel network with limited footpaths to service commercial land uses and Burrum Heads Road. Burrum Heads roads have generally low traffic volumes and wide streets that support on-road cycling. Connectivity to key destinations will be improved to encourage further use of facilities. Opportunities for infrastructure in this area include improving connections to the Esplanade, Burrum Heads Beach, Lions Park and the Australian Adventure Park.





### River Heads

River Heads has low participation rates in Active Travel and there is not a lot of supporting infrastructure for it. Existing infrastructure is localised to the ferry terminal and commercial precinct. There is opportunity to provide facilities in its residential catchments, the River Heads Reserve and the Fraser Coast RV Park.



### Smaller Communities

The Active Travel needs of the Fraser Coast's smaller communities have been considered in the Strategy. It is noted that some of these areas are undertaking Community Infrastructure Plans and these will be considered with regards to this strategy.

The communities considered include:

- The **Dundowran** area is to be developed in the future. Active Travel facilities will be placed to service the desire lines within future developments and to service existing attractions such as the Recreational Hall and Athletics Club.
- **Tiaro** has a well established footpath network that services key facilities and its commercial strip, as well as a 50km/h speed limit on Mayne Street. Future facilities will need to build on its network.
- **Poona** is a remote centre with limited Active Travel demand. Facilities on Boronia Drive and Snapper Drive will be considered as the township grows.
- **Boonooroo and Tuan** may benefit from facilities along the key spine of Wilkinson Road, Eckert Road and Rawson Street to service connections between the bowls club and tavern.





# THE WAY FORWARD

## The Way Forward

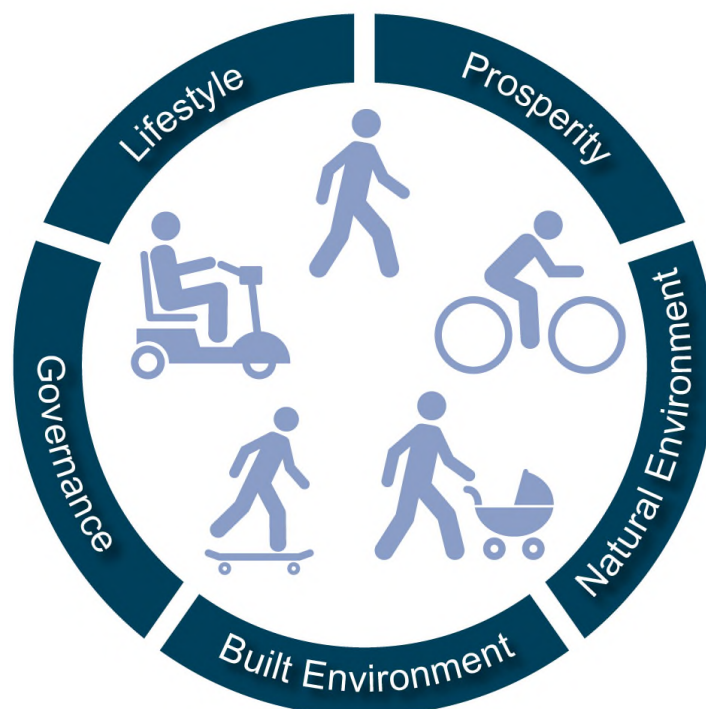
*Our vision is to provide a **safe, connected and innovative** Active Travel network that provides equitable accessibility on the Fraser Coast. Our Active Travel network will **embrace the unique Fraser Coast lifestyle** and allow residents and visitors to travel effortlessly between destinations as a viable alternative to car travel.*

### Strategic Principles

A set of key principles has been developed to guide the Strategy and deliver an Active Travel network that meets the current and future needs of the Fraser Coast.

The key principles for the strategy include:

- **Governance:** Ensure effective forward planning, project management and effective management of people, assets and finances.
- **Lifestyle:** Support the needs of residents and visitors on the Fraser Coast, open new opportunities for all residents and visitors to participate in the vibrant Fraser Coast lifestyle, and provide equitable access to community facilities.
- **Prosperity:** Build an Active Travel network that supports the diverse Fraser Coast community and the continued growth of the region. Invest in innovative projects to increase Active Travel participation and capitalise on opportunities in the growing tourism industry.
- **Natural Environment:** Apply sustainable practices to minimise environmental impacts, connect the community and visitors to the unique natural environmental of Fraser Coast.
- **Built Environment:** Provide resilient infrastructure that supports current and future needs of the region, is sustainable and contributes to vibrant communities.

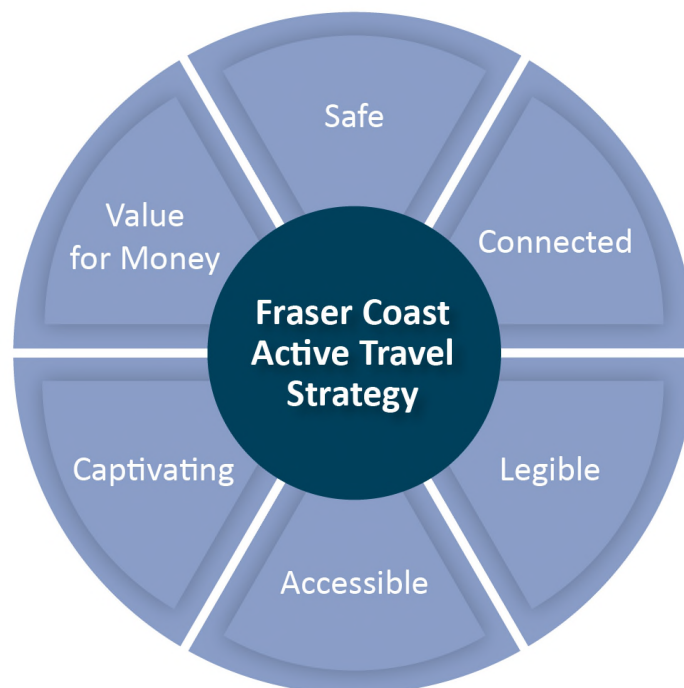




## Active Travel Objectives

Objectives for Active Travel on the Fraser Coast were formed based on the community's feedback and consideration of the strategic vision:

- **Safe:** The Active Travel network shall provide a safe means of travel for all users. Users will not be exposed to hazards and high-speed road environments. People of all ages will be able to travel with peace of mind.
- **Connected:** Key routes shall be connected to ensure that links within the Active Travel network either directly or indirectly connect via other links. Isolated Active Travel connections will be avoided where possible.
- **Legible:** The Active Travel network shall be both intuitive and direct, with links easy to navigate. Routes shall be located parallel to existing infrastructure that enables access to destinations, including major road or rail corridors or natural landforms such as coastlines, parklands or rivers.
- **Accessible:** The Active Travel network will be easily accessible by all users and will encourage participation. New infrastructure will be compliant with accessibility requirements and existing infrastructure will be upgraded as part of Council's programs where practical.
- **Value-for-money:** Active Travel infrastructure projects must be fit for purpose. Construction and ongoing maintenance costs will be balanced against the potential level of use and community benefit.
- **Captivating:** Active Travel infrastructure should not only meet demand but enhance public space to inspire community participation in Active Travel.



## Strategic Approach

In addition to delivering infrastructure to support movement across the Active Travel network, Council will be adopting new or changing its current strategic policies, as well as proceeding with the implementation of programmes and initiatives that facilitate, enhance or encourage Active Travel in the Fraser Coast. These actions will be delivered as part of the core delivery elements of **Policy, Initiatives and Infrastructure**.



**Policy** - This strategy has been prepared to closely align with the planning and policy documents that Council and the Queensland Government currently have in place. Where possible, Council will make improvements to its existing policies to remove potential barriers to establishing Active Travel facilities and programs. State programs and initiatives have also been considered in route planning.

**Initiatives** - The establishment of programs and initiatives can increase the appeal of Active Travel as a travel mode choice and raise awareness of its benefits. A number of programs and initiatives have been developed to facilitate behaviour change, engage and connect with the community and enhance infrastructure through innovative approaches



**Infrastructure** - For Active Travel to be perceived as a viable mode of transport for commuting and recreation, the Active Travel network needs to be complete. The future approach to delivering infrastructure considers the objectives of the strategy and will provide connectivity along key Active Travel corridors in the Fraser Coast region.

The successful delivery of the strategy will result in the following key outcomes:

	INCREASED PARTICIPATION IN ACTIVE TRAVEL	✓
	IMPROVED CONNECTIVITY WITHIN THE FOOTPATH NETWORK	✓
	MORE ON-ROAD CYCLING LANES ON KEY LINKS	✓
	PROGRAMS TO PROMOTE ACTIVE TRAVEL	✓
	POLICY CHANGES TO ENCOURAGE ACTIVE TRAVEL	✓



# ACTIVE TRAVEL PLANNING & POLICY

## Active Travel Policy



### Legislation

Key legislation in relation to delivery of information and use of Active Travel includes:

- Disability Discrimination Act (1992) – Council will provide a safe and accessible network for all users. Compliance improvements will be incorporated into existing works programs.
- As the popularity and ease of accessibility to electric bicycles and scooters increases, Council may need to reconsider local laws to accommodate demand. This would not be unprecedented; In 2018, Brisbane City Council relaxed local laws to allow the use of electric scooters on footpaths.
- Council may also consider methods to increase awareness of laws for motorists passing bicycle riders. This may encourage less-confident cyclists to ride more often.
- Our region's high reliance on mobility devices means that it is important that all users are aware of the registration requirements for motorised wheelchairs.

### State Programs

The Queensland Government has programs in place to encourage investment into Active Travel facilities, with the objective of increasing participation in Active Travel. Where possible, Council will utilise the following grants programs to deliver infrastructure:

- Cycle Network Local Government Grants
- Rail Trail Local Government Grants Program

### Council Policy

Council will ensure its policies and procedures influence the improvement, use and promotion of changes to the Active Travel network. Relevant policies include (but are not limited to):

- Emerging Community Local Plan Area Infrastructure Agreement Policy
- Infrastructure Charges Incentives Policy 2019
- Grant Applications Procedure
- Investment Attraction Incentive Policy
- Use of Road Reserves (Nature Strips) for Streetscape Improvement Policy

### Strategy Actions

POL-1	• Incorporate accessibility improvements into Council's existing works programs.
POL-2	• Consider amendments to local laws to enable legal use of electric devices that are used for Active Travel.
POL-3	• Take advantage of State grant funding policies to deliver Active Travel infrastructure where feasible and where delivery will result in outcomes that align with Council's Corporate Plan principles.
POL-4	• Amend the Infrastructure Charges Incentives Policy to encourage developers to implement Active Travel facilities into planning and design.
POL-5	• Review the Use of Road Reserves (Nature Strips) for Streetscape Improvement policy to identify if any element conflicts with provision of safe and uninterrupted Active Travel facilities and amend to remove potential conflicts.





# ACTIVE TRAVEL PROGRAMS & INITIATIVES

## Active Travel Initiatives



While having access to well-connected Active Travel infrastructure can encourage the uptake of Active Travel, building infrastructure does not necessarily guarantee an increased participation rate. In addition to continuing to expand and improve the network, Council will be actioning programs and initiatives to encourage behavioural change and remove barriers towards participation. Initiatives will promote Active Travel as a viable means for commuting and utility trips. Initiatives are designed to encourage routine use in addition to recreational use.

### Supporting Treatments

Supporting treatments can improve the amenity of existing routes and remove barriers that may prevent potential users from participating in Active Travel through provision of facilities. The treatments may improve safety, provide utility along a route or include end of trip facilities at destinations.

### Environmental Footpath Lighting

The use of environmental footpath lighting can increase the appeal of utilising Active Travel routes at night. Lighting can enhance public areas to increase the perception of security and discourage unsocial behaviour in areas that may have been previously perceived as unsafe.



The use of smart lighting devices will be considered at Ululah Park in Maryborough. If feasible, they will be positioned to reduce ambient light levels at late hours to avoid disruption to residents, fauna and flora.

## Community Bicycle Repair Stations

Community bicycle repair stations are unmanned, low maintenance facilities that provide cyclists with a workbench to conduct basic repairs and maintenance to bicycles (flat tyres and brake and derailleur adjustments). These stations can encourage Active Travel by providing potential users with a sense of security that they can travel between locations and account for minor maintenance issues.



## Mobility Device Recharging Centres

Mobility Device Recharging Centres provide a means for users to recharge their mobility devices at destinations and remove potential barriers that may normally deter the user from travelling long distances. Recharging centres can be established within dedicated areas such as public spaces which have high usage by elderly citizens, for example libraries and community centres. This initiative can reduce social isolation, particularly for the elderly, by encouraging mobility device users to congregate at designated locations.

## Education Initiatives

Council will support initiatives that raise awareness of the benefits Active Travel benefits and influence a positive attitude towards it from a young age. Enabling younger generations to partake in Active Travel generally leads to a higher participation later in life and is encouraged as a means of achieving daily physical activity requirements.

## Walking School Buses

Walking School Bus programs establish walking groups of primary school children to travel to and from school along a designated route with “stops” for new passengers to enter the walking bus.

This initiative will provide children with an opportunity participate in a physical and social activity on a recurring basis. Similar initiatives have been used successfully in Cairns and Logan. Edens Landing State School (in the Logan municipality) has an ongoing Walking Bus program that involves collaboration with the Queensland Police Service, school teachers and volunteers to ensure that participating children are safely accompanied to and from school.



## Walk, Ride and Scoot to School Day

Walk, Ride and Scoot to School Days are recurring events where students are encouraged to commute safely to school by Active Travel modes.

Council will engage with Fraser Coast schools to organise a region wide Walk, Ride and Scoot to School Day. The Walk, Ride and Scoot to School Day has potential to be a regular community event that can drive a cultural change that highlights Active Travel as a safe transport mode for students.

## Strategy Actions

- |       |   |
|-------|---|
| INI-1 | <ul style="list-style-type: none"> <li>As part of Council's Smart Communities program, conduct a benefits analysis of installing smart lighting in Ululah Park in Maryborough, with the goal of lighting key activity areas while limiting disruption to residents, flora and fauna.</li> </ul> |
| INI-2 | <ul style="list-style-type: none"> <li>Undertake a pilot study of the installation of bicycle repair stations along the Hervey Bay mobility corridor or the future Mary to Bay Rail trail to determine effectiveness and cost-benefits associated with bicycle repair stations.</li> </ul>      |
| INI-3 | <ul style="list-style-type: none"> <li>Run a pilot program to incorporate a Mobility Device Recharging Centre at a Council owned facility such as the Hervey Bay Community Centre. As part of the pilot study development, consult with operators of similar facilities.</li> </ul>             |
| INI-4 | <ul style="list-style-type: none"> <li>Engage with the Department of Education, TMR and local schools to trial a Walking Bus pilot program with one school in Hervey Bay and one school in Maryborough.</li> </ul>  |
| INI-5 | <ul style="list-style-type: none"> <li>Engage with primary schools to identify improvements that can be implemented to increase participation rates for Walk, Ride and Scoot to School Days.</li> </ul>   |
| INI-6 | <ul style="list-style-type: none"> <li>Nominate a Fraser Coast wide Walk, Ride and Scoot to School Day and use social media channels to promote it.</li> </ul>  |

### Active Travel Path Markers

Active Travel Path Markers are permanent pavement markings that ensure commuter routes are clearly signed with key destinations, wayfinding and safety information for route users. Use of the markers along school access routes will provide a clear, concise and fun method for students to travel to school, as well as increase the confidence of younger children to travel to school through a means of walking or cycling. The markers may contain information such as distance left until the destination is reached.



### Community Information Access

Council will investigate the creation of an Active Travel website and information hub. The website will provide residents and visitors with information on how to access popular Active Travel routes and the unique destinations that the Fraser Coast region offers.

The Active Travel website will also allow for local community groups (such as Bicycle User Groups) to promote themselves and group events. The City of Gold Coast has implemented a cycling website that provides information on topics such as its bike share scheme, maps and guides, cycling workshops and events, how to prevent bike theft and riding safely.

### Event and Economic Initiatives

Promotion of Active Travel events and economic initiatives can encourage Active Travel while showcasing the Fraser Coast to visitors and enhancing the reputation of the region. Active Travel can be used in conjunction with the Fraser Coast Regional Events Strategy, providing guidance on developing calendar events that attract visitors and establish the region as a leader in regional Active Travel.

As the Fraser Coast region already hosts many events each calendar year, the initiatives detailed in this strategy are also means to promote Active Travel for existing events.

### Portable End of Trip Facilities

Currently, it is difficult for the community to access local events using Active Travel due to the absence of End of Trip facilities at the events. Council will investigate the provision of Portable End of Trip facilities at events. This will include temporary bicycle parking and associated facilities.

### Strategy Actions

INI-7	<ul style="list-style-type: none"> <li>Identify a primary school to participate in a pilot program for Active Travel Path Markers.</li> </ul>
INI-8	<ul style="list-style-type: none"> <li>Establish an Active Travel section on Council's website that provides information on facilities, popular routes, Active Travel events and activities.</li> </ul>
INI-9	<ul style="list-style-type: none"> <li>Undertake design, cost estimation and scoping for management and maintenance of a portable bicycle parking facility and identify future regional events for initial trial use.</li> </ul>



### Increased Promotion of Running and Cycling Events

On-going promotion of running and cycling events will continue to raise awareness of Active Travel in the Fraser Coast region. Events will be promoted on the previously detailed Active Travel website, with information provided on how to travel to the event via Active Travel and what end-of-trip facilities are available at the event.

In addition to the current schedule of events, Council will investigate establishing a new event that promotes a non-demanding level of Active Travel participation and is attached to a charitable cause that the community will support. Holding these types of events will help to raise awareness around the diverse nature of demands for Active Travel and high demand for mobility scooter use in the Fraser Coast.

#### Strategy Actions

- |        |  |
|--------|--|
| INI-10 | <ul style="list-style-type: none"><li>Continue to promote events in the Fraser Coast region that encourage a healthy and active lifestyle.</li></ul>                               |
| INI-11 | <ul style="list-style-type: none"><li>Develop and promote a new Active Travel event that encourages participants of all levels of ability and modes of Active Transport.</li></ul> |





# ACTIVE TRAVEL INFRASTRUCTURE

## Active Travel Infrastructure



### The Active Travel Network Hierarchy

The maps at Appendix A show the Fraser Coast Active Travel Network.

At a high-level, the Active Travel network is a collection of links that serve a purpose of movement across large distances or connection between movement corridors and destinations. The links of the Fraser Coast network are classified in a hierarchy that is based on function. This classification system allows for Council to assess the infrastructure needs of key network links on a fit-for-purpose basis. The classifications include:

- Local links
- District links
- Regional links
- Special links

Links of the same classification are not guaranteed to have an identical form and infrastructure provision, but will serve the same purpose. When planning and designing infrastructure for these links, Council often will consider issues such as speed, volumes of cars, demand for Active Travel, width of roads and the cost benefit of different forms of path widths, type and locations.

### Local Links

Local links form the majority of the Fraser Coast Active Travel network, collecting users and connecting them to district, special and regional network routes. They are typically located in residential catchments and provide last mile connections from higher order routes and regional catchments. These routes may also be used to access local amenities, such as shops, parks and community centres, where demand may not warrant high grade facilities to access.



### District Links

District links serve the primary purpose of movement over large distances, connecting urban residential and regional catchments with large attractors with minimal interruptions. They support direct, convenient and connected routes for high levels of use between key destinations and should be viewed as 'Active Travel arterials'.





## Regional Links

Regional links facilitate long-distance trips, providing inter-regional connections that typically follow major road corridors between regions. These links connect regional catchments to urban precincts and provide connections to areas that may otherwise be isolated from the network.

Given the significant distances that separate the core urban centres in the Fraser Coast, they are not anticipated to be used by high volumes of Active Travel users for commuting purposes (in comparison to urban links) and primarily serve as leisure or sports activity trips for cycling and walking.



## Special Links

Special links provide a unique experience for users and typically showcase landmarks and natural landscapes such as watercourses, rail corridors, historic locations and viewpoints. They may overlap with existing areas of high Active Travel use and may further facilitate the growth of eco-tourism, cater for recreational user groups and provide a recreational asset for the local community.



## Footpaths

The strategy aims to expand the current footpath network in the Fraser Coast and upgrade it where reasonable to ensure that equitable accessibility is provided on the network. The footpath network will provide access to key Active Travel links and destinations.



## Share Paths

Shared paths are footpaths that are wider than normal. These paths allow for users to comfortably pass one another. Shared paths will be included on key links where there is a high demand for Active Travel (such as District links).





## On-Road Cycling Lanes

On-road cycling lanes will be provided on high-activity corridors, where space permits. The provision of cycling lanes is typically appropriate for District links. Links identified as priority routes within the State's Principal Cycle Network Plan will undergo feasibility investigations, as they may be eligible for funding.



## Pedestrian Crossings

The safe passage of pedestrians is a high priority. Council will investigate the delivery of pedestrian crossing facilities at high-activity locations in the Fraser Coast. These include refuge islands, zebra crossings, signalised crossings and shared zones.





# FUTURE NETWORK PLAN

## Future Network Plan

### Active Travel Network Needs

As the median age of the Fraser Coast region is increasing, the provision of Active Travel facilities in all regions will need to prioritise accessibility and connectivity of footpaths and shared paths (including for mobility devices). However, on road cycling facilities will also be provided where possible.

#### Hervey Bay

In Hervey Bay, the key links that will be focused on are:

- Denmans Camp Road & Doolong South, which serves a key north-south linkage from Wondunna to Torquay.
- Urraween and Boundary Road, which provides a full east-west link servicing hospitals, schools and emerging communities
- Scrub Hill Road, which provides a north south link between Pialba Burrum Heads to Urraween Road and will service two schools.

#### Maryborough

As part of the Strategy, Council will be investigating the provision of facilities at the following locations in Maryborough:

- Pallas Street and Neptune Street, which both provide a key north-south connection to a considerable residential catchment in the north of Maryborough.
- Ann Street, which serves as a key east west connection from Ululah Lagoons and access to or bypass of the CBD.
- Banana Street and Wolseley Street to complete the loop around Granville

#### Howard and Torbanlea

Future works to deliver Active Travel facilities in Howard and Torbanlea include:

this route can utilise off-road facilities throughout the corridor.

- Provision of footpaths on Burgowan Road and Gympie Street to enable improved connectivity to Torbanlea State School.

#### Burrum Heads

As the Burrum Heads community is small and isolated from higher density areas, the requirement for on-road cycle facilities is not critical and infrastructure delivery should focus on establishing off-road connectivity at locations such as the Esplanade, Burrum Heads Beach, Lions Park and the Australian Adventure Park.

Additionally, the establishment of a connection along Burrum Street, Bushnell Road and Orchid Drive to connect residential uses in the north and south of the region will be considered.

#### River Heads

Future improvements to Active Travel connectivity in this region is likely to involve the provision of off-road infrastructure in residential catchments, the River Heads Reserve and the Fraser Coast RV Park to the existing network at the commercial precinct.

#### Smaller Communities

Council will consider inexpensive and unobtrusive options to encourage Active Travel (such as lowering speed limits). The identified needs of the smaller communities are as follows:

- The **Dundowran** area is to be developed in the future. Active Travel facilities will be placed to service the desire lines within future developments and to service existing attractions such as the Recreational Hall and Athletics Club.
- **Tiaro** has an existing footpath network that services key facilities and its commercial strip, as well as a 50km/h speed limit on Mayne Street. Future development will provide Active Travel facilities that link to the existing network.
- **Poona** is a remote centre with limited Active Travel demand. Facilities on Boronia Drive and Snapper Drive may receive some



- activity to and from the cricket grounds and caravan park.
- **Boonooroo and Tuan** may benefit from facilities along the key spine of Wilkinson Road, Eckert Road and Rawson Street to service connections between the bowls club and tavern.
- **Maaroom** has a small residential population and therefore has limited demand for Active Travel facilities. Footpaths on Granville Road and Ventnor Road may be utilised for access to the coastal green space and boat ramp.



## Signature Projects

Council has identified 20 locations where prioritized construction of new footpaths, shared paths or cycle lanes will complete key connections in the Fraser Coast Active Travel Network and provide benefits to the region. These Signature Projects were selected through a process of stakeholder consultation and multi-criteria analysis (MCA) of infrastructure gaps (shown in the maps at Appendix B) within the network. Works will focus on providing footpaths where there are no current facilities as well as upgrading existing facilities to desired standards.

While the location and extent of these projects have been defined in the list, this is indicative only and it may be necessary during the design phase to undertake options analysis to determine the ultimate route. These projects will be the focus of the strategy for inclusion in the 10 years Capital Works Program, Developer requirements and external funding opportunities. As these projects are delivered, additional signature projects will be brought onto the list based on the MCA process.



The Signature Projects are outlined below.

PRIORITY	LOCALITY	EXTENTS	LENGTH (m)
1	Urraween Road, Hervey Bay	Scrub Hill Road to Hudson Drive	1460
2	Boundary Road Extension, Hervey Bay	Kawungan Way to Denmans Camp	1960
3	Boundary Road, Hervey Bay	Denmans Camp Road to Elizabeth Street	1360
4	Esplanade, Hervey Bay	Hood Street to Elizabeth Street	2010
5	Denmans Camp Road, Hervey Bay	Doolong Road to Gordon Street	780
6	Serenity Drive, Hervey Bay*	Pialba Burrum Heads Rd to Imperial Cct	230
7	Scrub Hill Road, Hervey Bay*	Pialba Burrum Heads Rd to Urraween Rd	820
8	Boat Harbour Drive, (West) Hervey Bay	Nissen Street to Ibis Boulevard	1480
9	Neptune Street, Maryborough	Walker Street to Victory Street	1330
10	Ann Street, Maryborough	Cheapside Street to March Street	2000
11	Doolong South Road, Hervey Bay*	Maggs Hill Road to Doolong Road	2170
12	Pallas Street, Maryborough	Ann Street to Saltwater Creek Road	1520
13	Boat Harbour Drive, (East) Hervey Bay	Denman Camp Road to Lavelle Street	1480
14	Madsens Road, Hervey Bay*	Chapel Road to Urraween Road	1580
15	Corser Street, Hervey Bay	Mant Street to Esplanade	2470
16	Ariadne Street, Maryborough	Victory Street to Churchill Street	1380
17	Raward Road, Hervey Bay	Boundary Road to Gilston Road	1930
18	Semfs Road, Dundowran Beach	Ansons Road to Sawmill Road	2210
19	Truro Street, Hervey Bay	Bideford Street to Margaret St	1660
20	Cambridge Street, Maryborough	Blackburn Street to Bushnell	1020

\* Subject to Development, the timing for these projects may change. This would allow for other projects to be added to this list following a review.

### Strategy Actions

- |              |  |
|--------------|--|
| <i>NF-1</i>  | <ul style="list-style-type: none"> <li>● <i>Deliver the Signature Projects within the horizon of the Active Travel Strategy based on the priority ranking above.</i></li> </ul>  |
| <i>INF-2</i> | <ul style="list-style-type: none"> <li>● <i>Commit to delivering Network Completion Projects as complimentary works in maintenance related tasks.</i></li> </ul>   |
| <i>INF-3</i> | <ul style="list-style-type: none"> <li>● <i>Undertake investigations to categorise District type links into short-term, medium-term and long-term projects, and deliver cycle lanes on District type links with a focus on the Principal Cycle network.</i></li> </ul> |
| <i>INF-4</i> | <ul style="list-style-type: none"> <li>● <i>Undertake investigations of District type links to identify suitable locations for mid-block crossings.</i></li> </ul>   |
| <i>INF-5</i> | <ul style="list-style-type: none"> <li>● <i>Undertake feasibility investigations for the provision of intersection crossing facilities around high pedestrian activity generating land uses.</i></li> </ul>  |
| <i>INF-6</i> | <ul style="list-style-type: none"> <li>● <i>Identify future funding requirements with forward planning to clearly identify repairs, maintenance and minor works estimates in addition to new network infrastructure.</i></li> </ul>                                    |

## Delivery

### Footpath Delivery

Council will prioritise the delivery of footpaths using its Capital Works program. Signature Projects will deliver footpaths in key areas on the network. The remaining links of the Active Travel network will be delivered as part of Council's on-going works and maintenance programs.

### On-Road Cycling Lanes

Cycling lanes will be delivered on existing District links in the Active Travel network where large-scale works are not required and the impact to the road environment is not significant. Infrastructure on links that are nominated as priority routes within the State's Principal Cycle Network Plan (and therefore eligible for funding) will undergo feasibility investigations to determine if infrastructure costs are not prohibitive.

Future planning of road spaces will consider the inclusion of on-road cycling lanes where it is appropriate.

### Pedestrian Crossings

Investigations will be undertaken to identify high-pedestrian-activity areas that do not have crossing facilities to allow for safe crossings. Maintenance of the Network

### Maintenance of the Network

As the Active Travel network grows, there will be a need for on-going maintenance to ensure that it is absent of hazards and accessible by all users. Maintenance works will include upgrades to existing facilities to ensure accessibility, where it is reasonable to do so.

Council already has and will continue maintenance of vegetation, overhanging trees, removal of hazards such as roots and cracks and clearing of paths to ensure surfaces are not slippery.



## Summary of Actions

### Strategy Actions

- |               |  |
|---------------|--|
| <i>POL-1</i>  | <i>Incorporate accessibility improvements into Council's existing works programs.</i>  |
| <i>POL-2</i>  | <i>Consider amendments to local laws to enable legal use of electric devices that are used for Active Travel.</i>  |
| <i>POL-3</i>  | <i>Take advantage of State grant funding policies to deliver Active Travel infrastructure where feasible and where delivery will result in outcomes that align with Council's Corporate Plan principles.</i>   |
| <i>POL-4</i>  | <i>Amend the Infrastructure Charges Incentives Policy to encourage developers to implement Active Travel facilities into planning and design.</i>  |
| <i>POL-5</i>  | <i>Review the Use of Road Reserves (Nature Strips) for Streetscape Improvement policy to identify if any element conflicts with provision of safe and uninterrupted Active Travel facilities and amend to remove potential conflicts.</i>            |
| <i>INI-1</i>  | <i>As part of Council's Smart Communities program, conduct a benefits analysis of installing smart lighting in Ululah Park in Maryborough, with the goal of lighting key activity areas while limiting disruption to residents, flora and fauna.</i> |
| <i>INI-2</i>  | <i>Undertake a pilot study of the installation of bicycle repair stations along the Hervey Bay mobility corridor or the future Mary to Bay Rail trail to determine effectiveness and cost-benefits associated with bicycle repair stations.</i>      |
| <i>INI-3</i>  | <i>Run a pilot program to incorporate a Mobility Device Recharging Centre at a Council owned facility such as the Hervey Bay Community Centre. As part of the pilot study development, consult with operators of similar facilities.</i>             |
| <i>INI-4</i>  | <i>Engage with the Department of Education, TMR and local schools to trial a Walking Bus pilot program with one school in Hervey Bay and one school in Maryborough.</i>  |
| <i>INI-5</i>  | <i>Engage with primary schools to identify improvements that can be implemented to increase participation rates for Walk, Ride and Scoot to School Days.</i>   |
| <i>INI-6</i>  | <i>Nominate a Fraser Coast wide Walk, Ride and Scoot to School Day and use social media channels to promote it.</i>  |
| <i>INI-7</i>  | <i>Identify a primary school to participate in a pilot program for Active Travel Path Markers.</i>   |
| <i>INI-8</i>  | <i>Establish an Active Travel section on Council's website that provides information on facilities, popular routes, Active Travel events and activities.</i>   |
| <i>INI-9</i>  | <i>Undertake design, cost estimation and scoping for management and maintenance of a portable bicycle parking facility and identify future regional events for initial trial use.</i>  |
| <i>INI-10</i> | <i>Continue to promote events in the Fraser Coast region that encourage a healthy and active lifestyle.</i>  |
| <i>INI-11</i> | <i>Develop and promote a new Active Travel event that encourages participants of all levels of ability and modes of Active Transport.</i>  |
| <i>INF-1</i>  | <i>Deliver the Signature Projects within the horizon of the Active Travel Strategy based on the priority ranking above.</i>  |

Strategy Actions	
INF-2	<i>Commit to delivering Network Completion Projects as complimentary works in maintenance related tasks.</i>
INF-3	<i>Undertake investigations to categorise District type links into short-term, medium-term and long-term projects, and deliver cycle lanes on District type links with a focus on the Principal Cycle network.</i>
INF-4	<i>Undertake investigations of District type links to identify suitable locations for mid-block crossings.</i>
INF-5	<i>Undertake feasibility investigations for the provision of intersection crossing facilities around high pedestrian activity generating land uses.</i>
INF-6	<i>Identify future funding requirements with forward planning to clearly identify repairs, maintenance and minor works estimates in addition to new network infrastructure.</i>



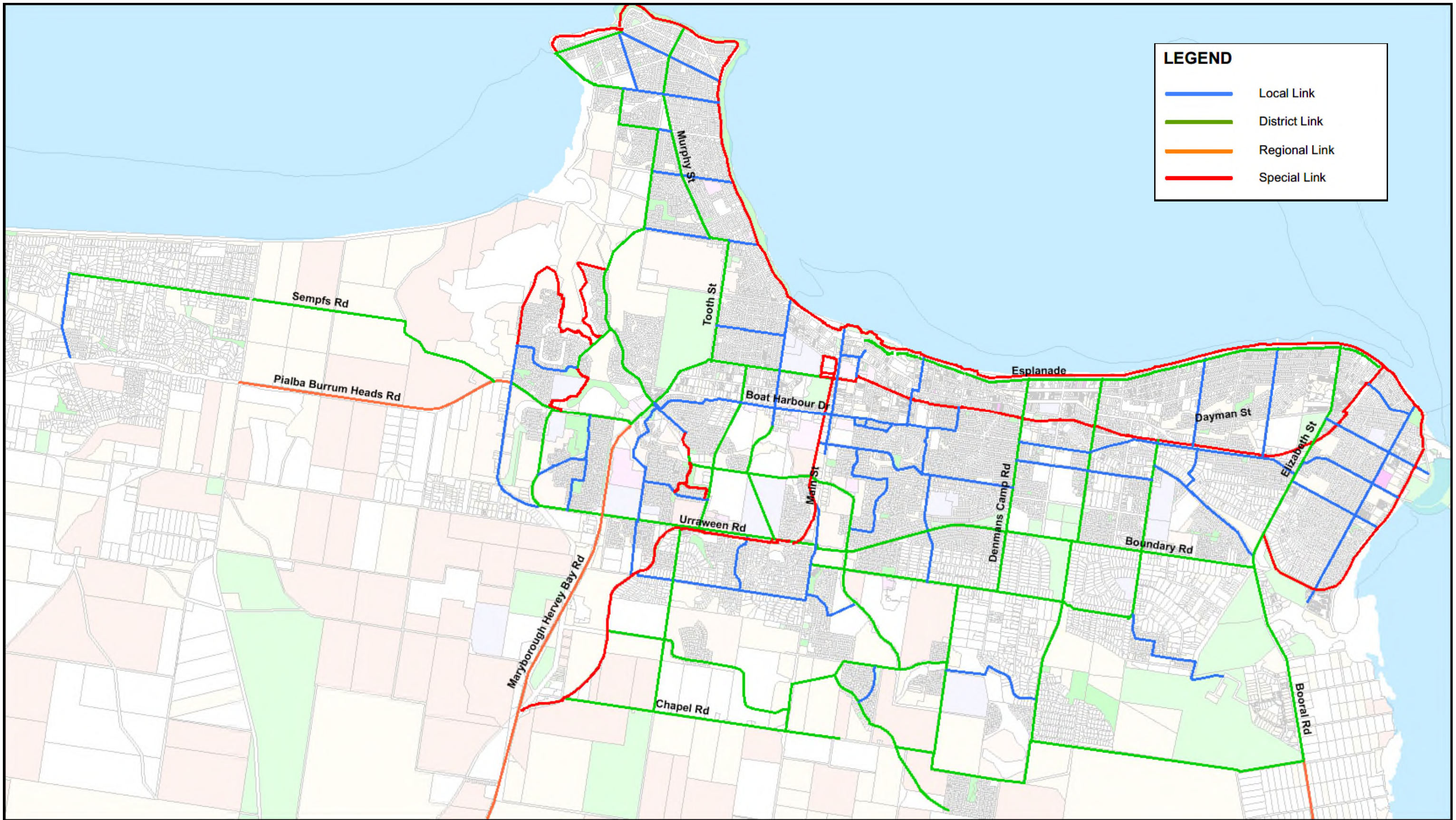
## Appendix A

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Active Travel Network Hierarchy Maps



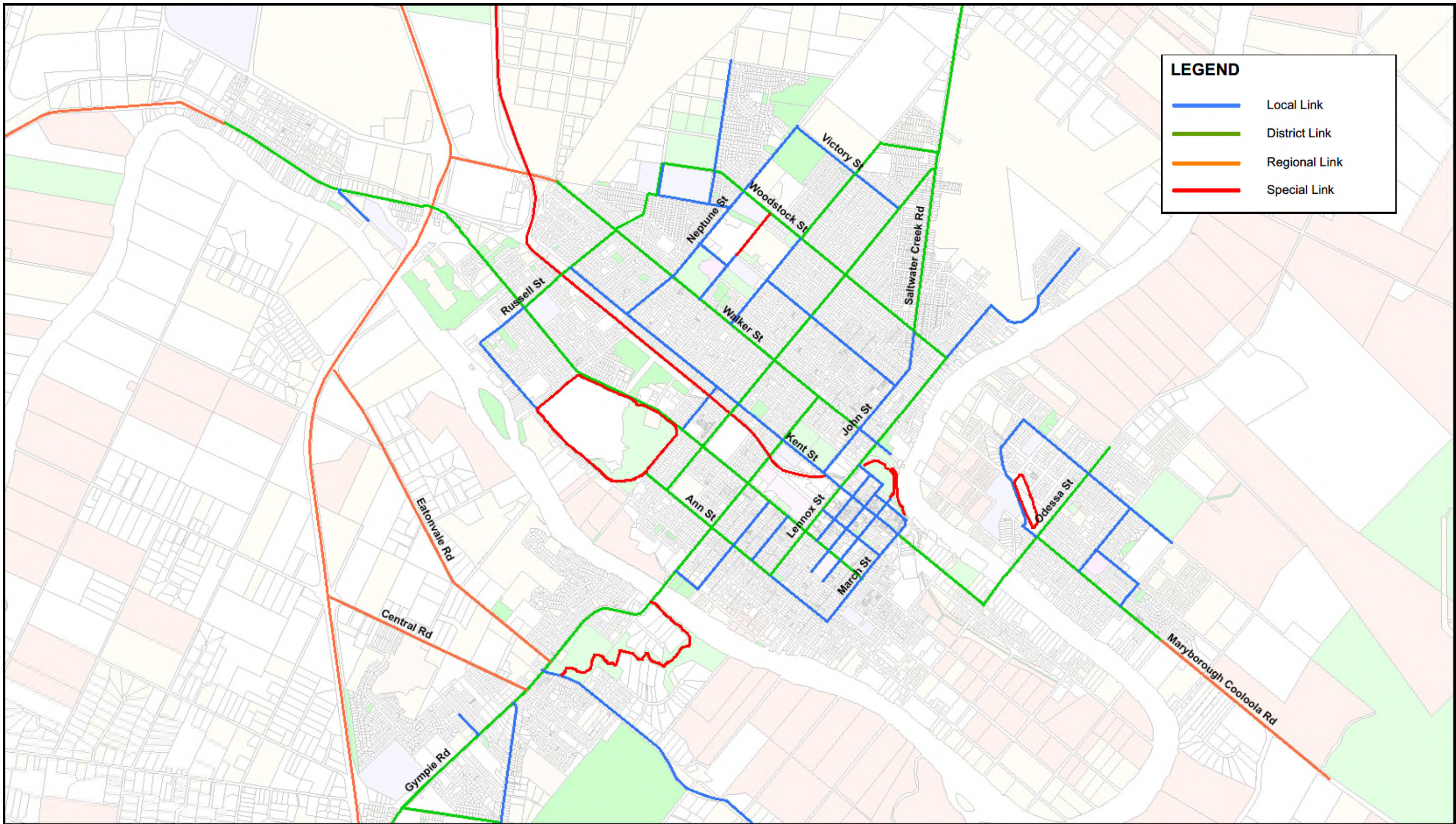




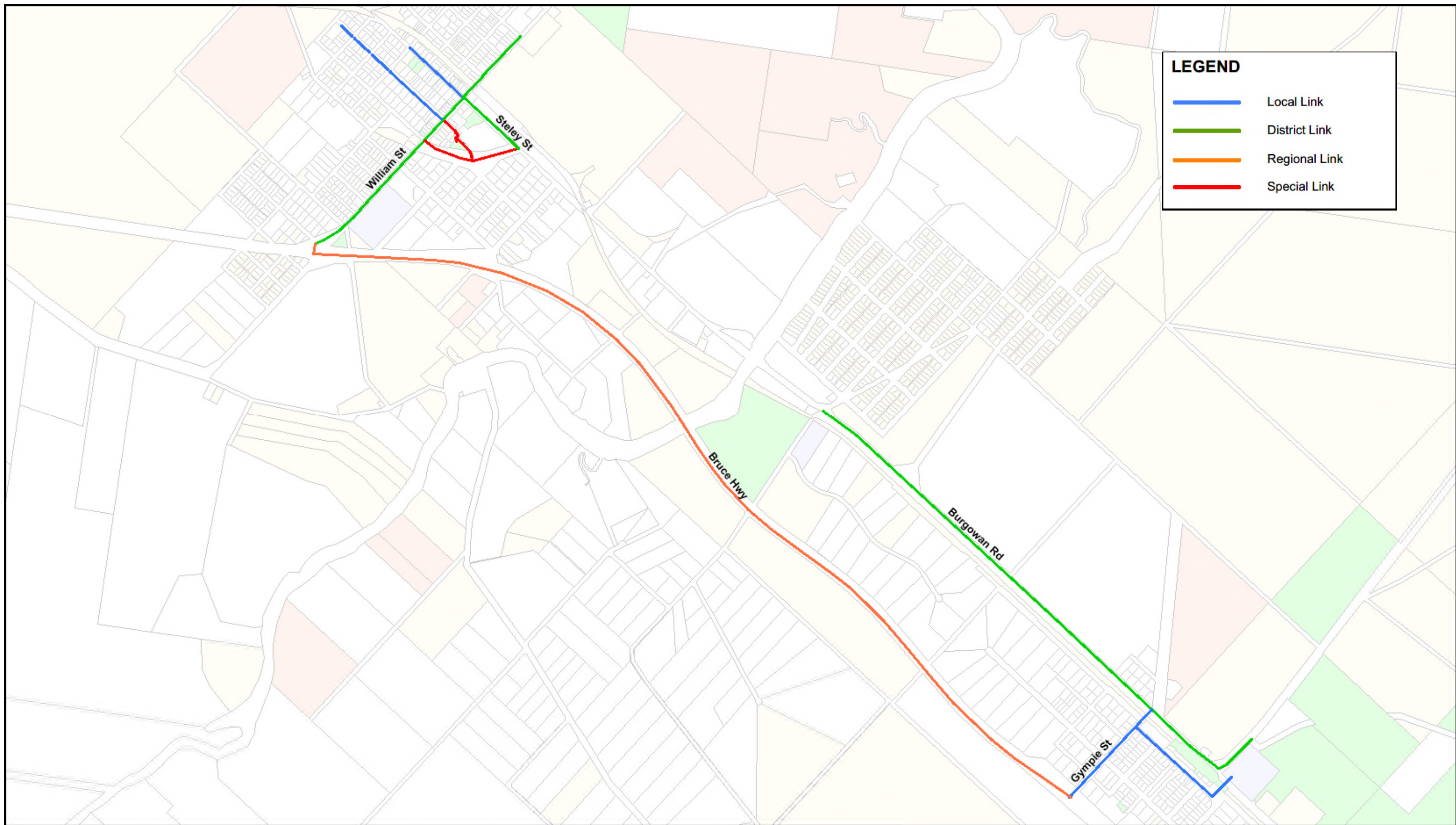
**LEGEND**

	Local Link
	District Link
	Regional Link
	Special Link

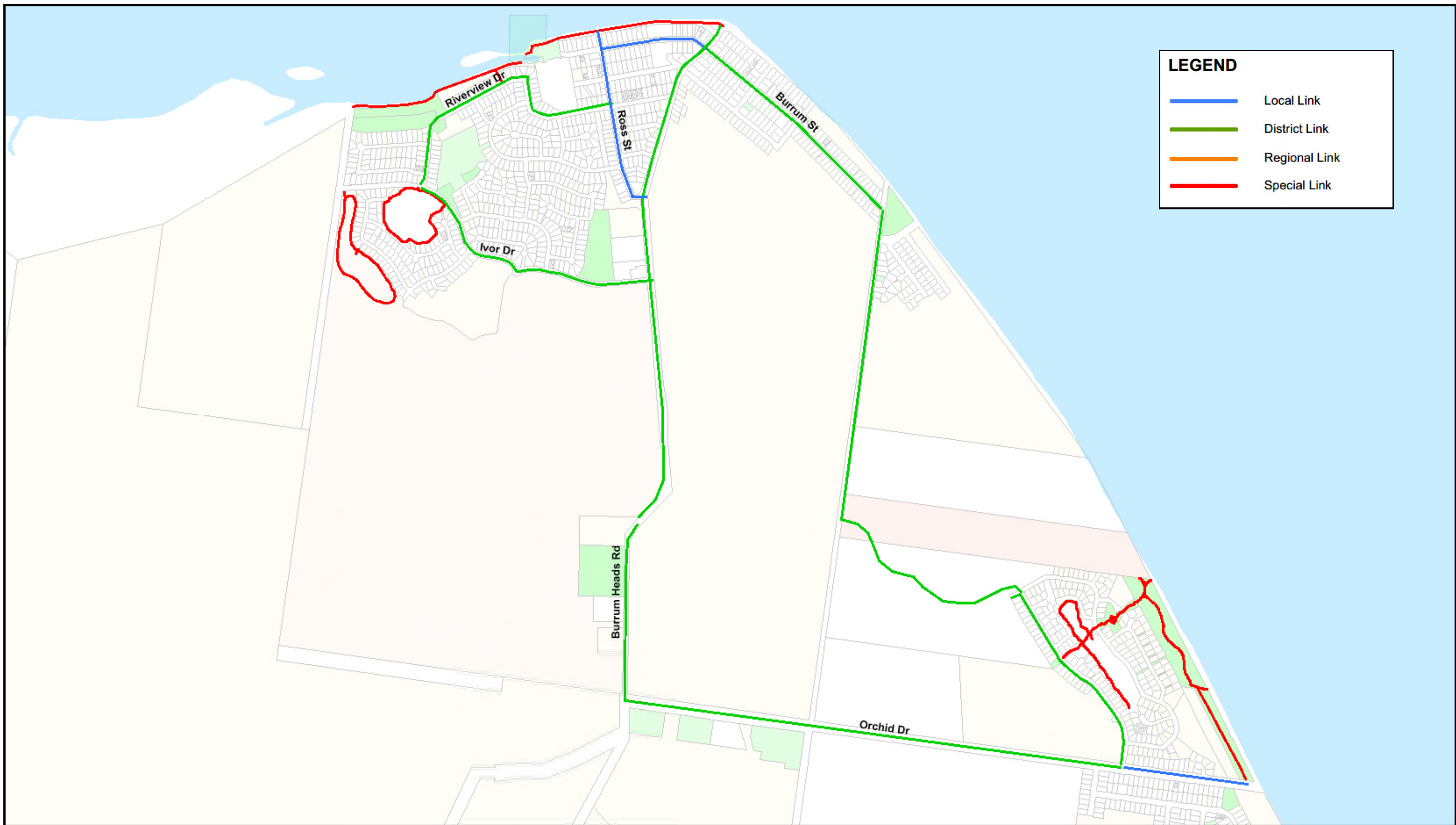


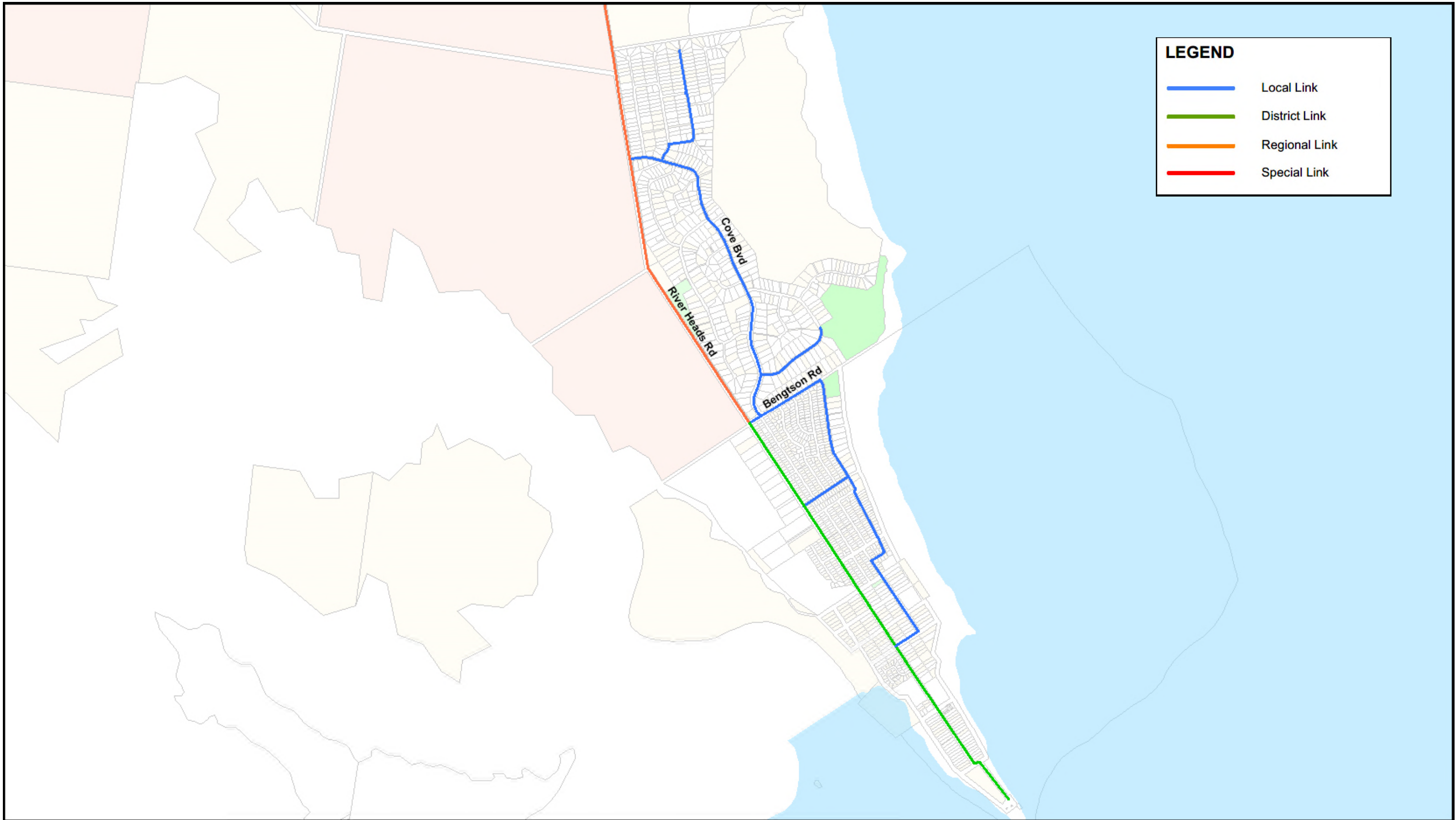












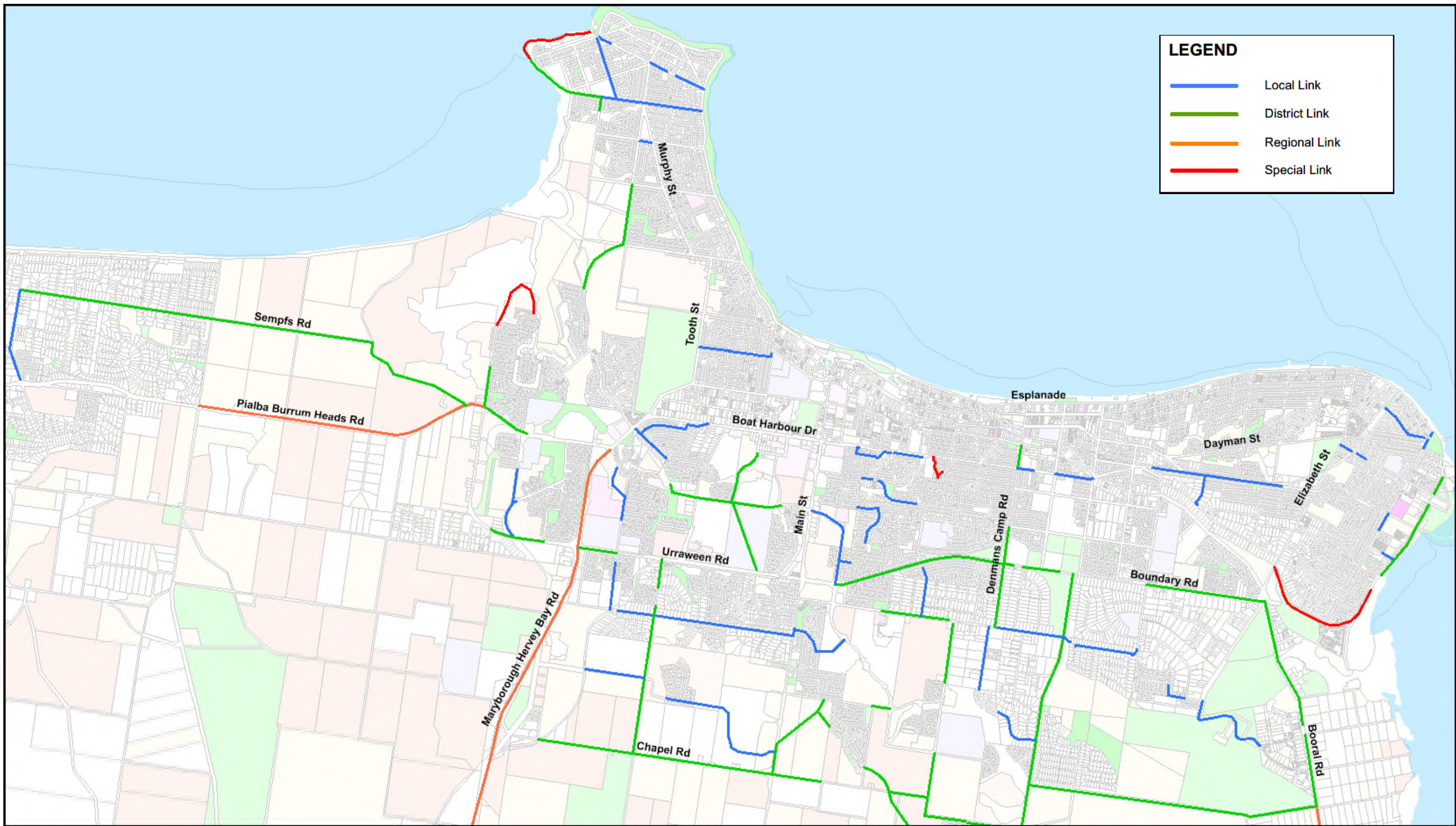
## Appendix B

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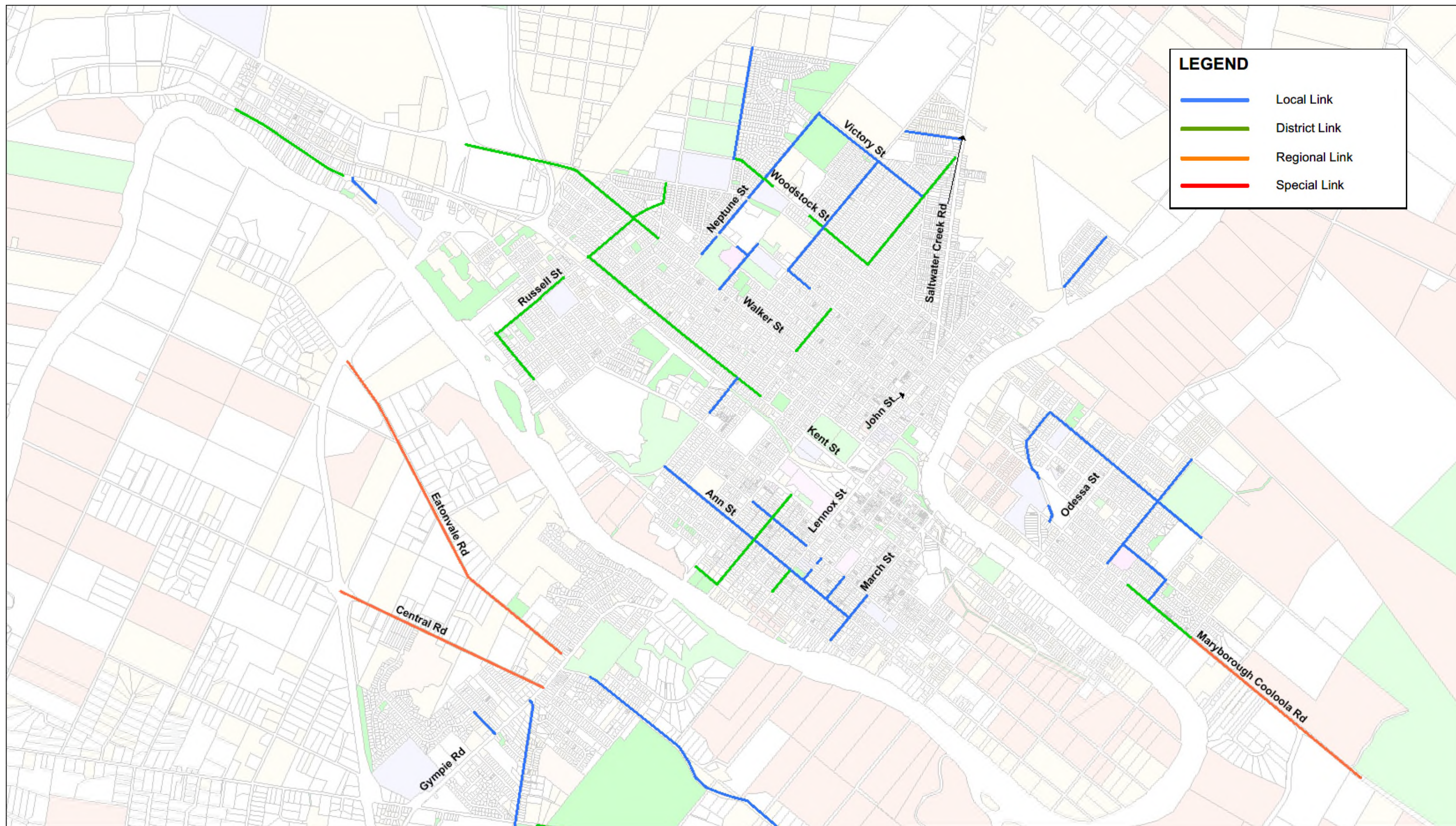
Footpath Network Gap Analysis Maps



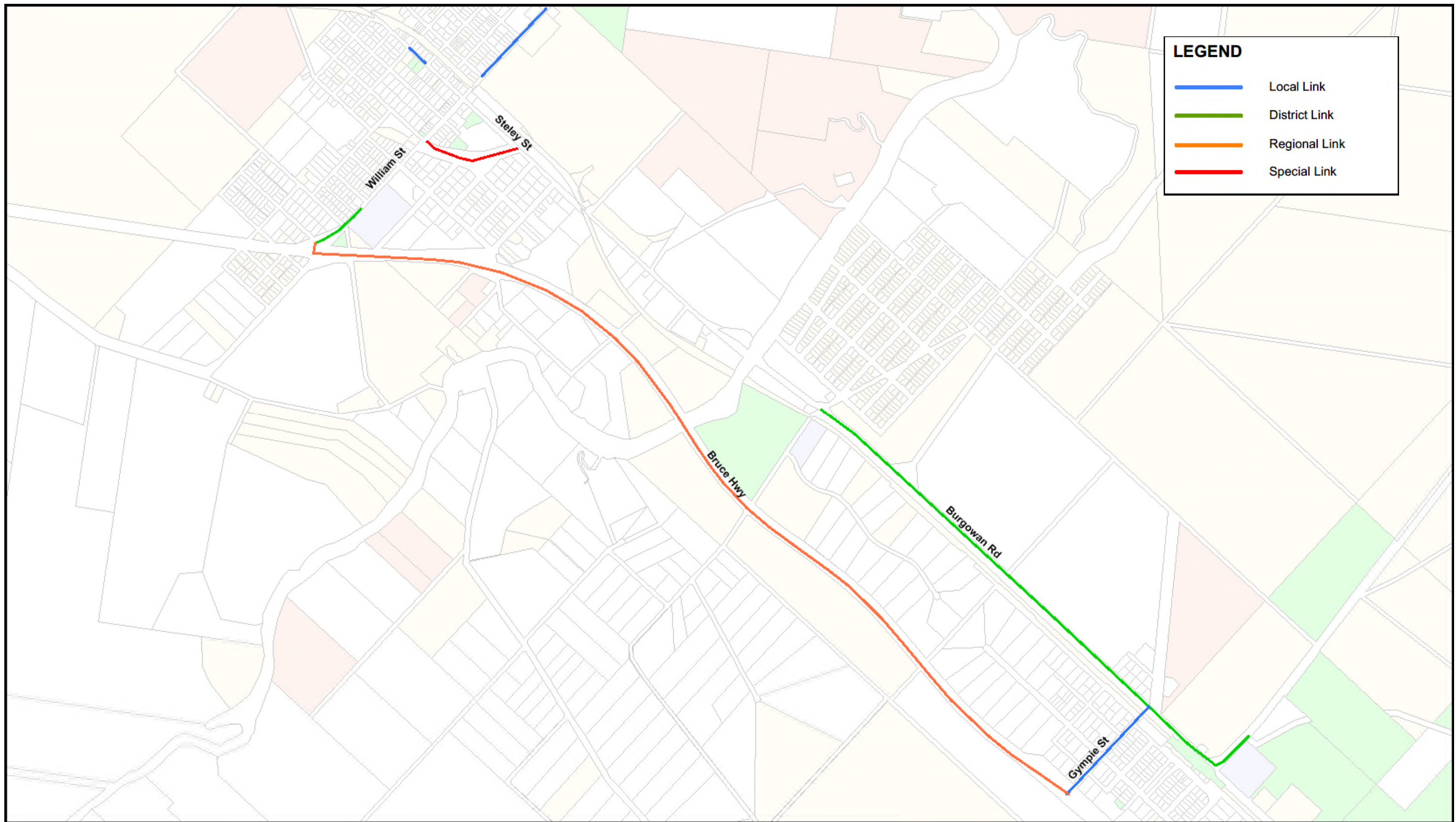






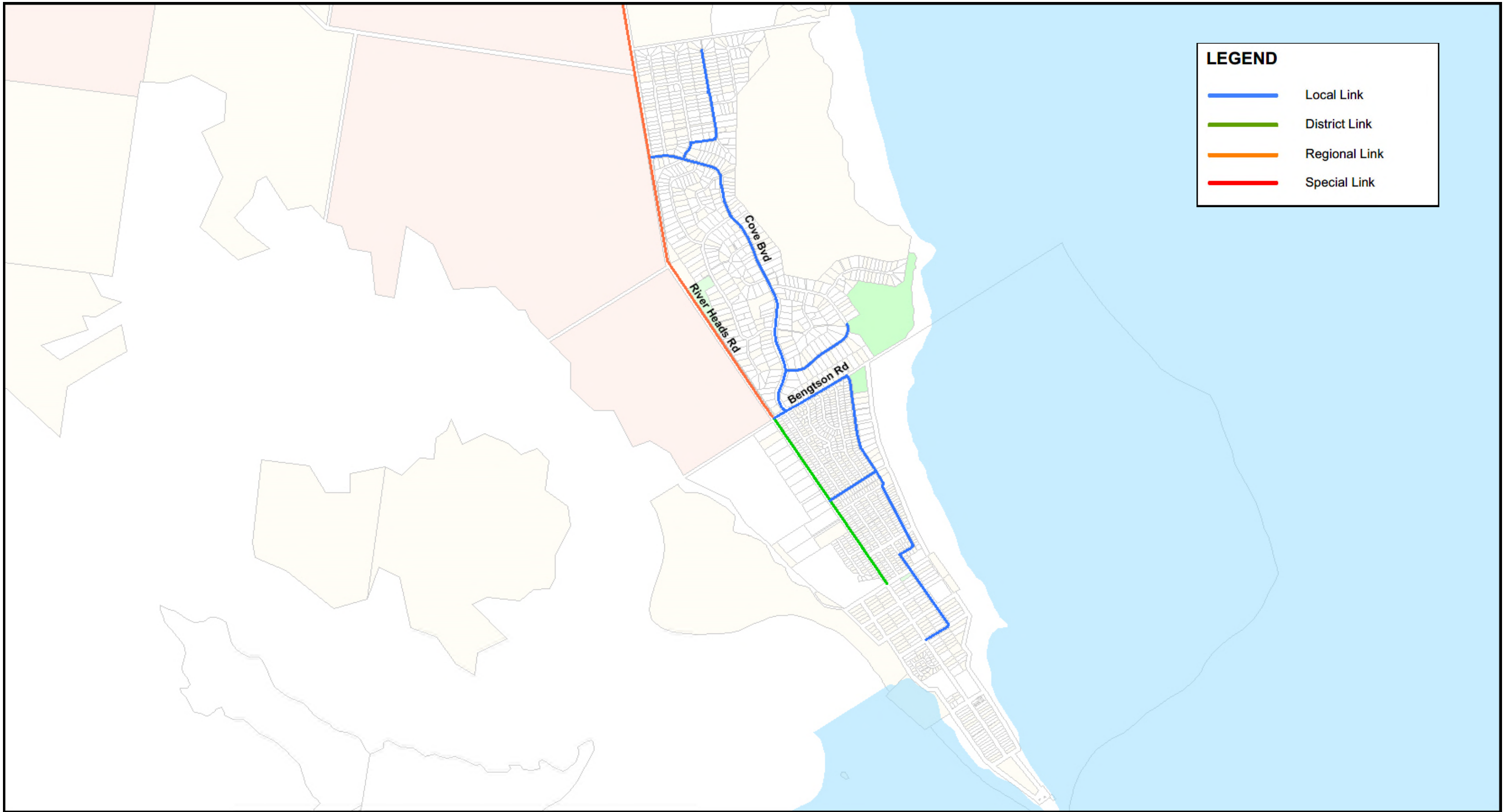














## Appendix C

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Table of Footpath Network Gaps

Greater than 200m

Less than 200m



## All Footpath Network Gaps Greater Than 200m - DISTRICT

Gap ID	Gap Location	Region	Link Type	Length
108	Burrum St - Burrum Heads to Bushnell	Burrum Heads	District	939
110	Riverview Dr - Ross to Bulleen Way	Burrum Heads	District	797
115	Ivor Dr - Riverview to Burrum Heads Rd	Burrum Heads	District	815
116	Burrum Heads Rd - Bowls to Orchid	Burrum Heads	District	639
117	Orchid Dr - Burrum Heads Rd to Sirenia	Burrum Heads	District	1885
120	Bushnell Rd - Burrum St to end	Burrum Heads	District	2070
212	Bushnell Rd to Sirenia Dr	Burrum Heads	District	877
218	Sempfs Rd - Craignish to Pialba Burrum Heads	Hervey Bay	District	2200
2	Corser St/Esplanade - Mant to Murphy	Hervey Bay	District	2466
6	North St - Martin to Banksia	Hervey Bay	District	686
7	Ibis Blvd - Kestrel to Martin	Hervey Bay	District	724
13	Serenity Dr - Pialba Burrum Heads to Endeavour	Hervey Bay	District	447
14	Pialba Burrum Heads Rd - Serenity to M-HB Rd	Hervey Bay	District	578
15	Urraween Rd - Citrus to Blaxland	Hervey Bay	District	623
15	Urraween Rd - M-HB to Pantlins	Hervey Bay	District	427
16	Boundary Rd Ext - Kawungan to Denmans Camp	Hervey Bay	District	1960
21	Madsen Rd - Chapel to Christensen	Hervey Bay	District	1583
23	Madsen Rd - Urraween to Maike	Hervey Bay	District	317
24	Main St to Bayridge Heights	Hervey Bay	District	514
26	Chapel Rd -Rail Trail to Main	Hervey Bay	District	2690
27	Maggs Hill Rd - Main to Rd 478	Hervey Bay	District	550
27	Maggs Hill Rd - Sandy View to Doolong S	Hervey Bay	District	450
29	Samarai Dr - Rasmussen to Bayridge	Hervey Bay	District	203
30	Doolong South Rd - Doolong to Parakeet	Hervey Bay	District	668
31	Doolong South Rd - College to Parklands	Hervey Bay	District	508
33	Raward Rd Gilston to Parklands	Hervey Bay	District	1016
34	Raward Rd Doolong to Gilston	Hervey Bay	District	1198
36	Shore Rd West Booral to end	Hervey Bay	District	2790
37	Boundary Rd Robert to Booral	Hervey Bay	District	1357
38	Raward Rd - Boundary Rd to Doolong	Hervey Bay	District	731
40	Boundary Rd Maree to Aquatic	Hervey Bay	District	408
41	Doolong Rd Bream to Cod	Hervey Bay	District	756
44	Denmans Camp Rd Colyton to Doolong	Hervey Bay	District	809
49	Booral Rd Boundary-Ellengowan	Hervey Bay	District	1479
50	Booral Rd - Beck to Shore West	Hervey Bay	District	816
73	Esplanade - Marine to Jetty	Hervey Bay	District	965
74	Esplanade - Miller to Buccaneer	Hervey Bay	District	211
98	Denmans Camp Rd - Boat Harbour Dr to Rail Trail	Hervey Bay	District	262
100	Beach Rd -Urraween Rd to Bay Dr	Hervey Bay	District	1408
101	Kawungan Distributor - Nissen to Stirling	Hervey Bay	District	974
192	Sempfs Rd- Anson to Sawmill	Hervey Bay	District	1841
193	Grinsteads Rd - Pialba Burrum Heads to Anson	Hervey Bay	District	1382
193	Kawungan Distributor	Hervey Bay	District	380
216	Sandy View Dr to Bay Park Rd (Ghost Hill)	Hervey Bay	District	1664

#### All Footpath Network Gaps Greater Than 200m – DISTRICT cont.

Gap ID	Gap Location	Region	Link Type	Length
121	William St - Philip to Alice	Howard and Torbanlea	District	283
125	Burgowan Rd - Torbanlea to Government	Howard and Torbanlea	District	2637
126	Torbanlea Pialba Rd - Burgowan to Rd 687	Howard and Torbanlea	District	215
64	Cambridge St - Blackbourne to Bushnell	Maryborough	District	625
137	Pallas St - Saltwater Creek to Woodstock	Maryborough	District	1061
142	Woodstock St - Neptune St to Bryant	Maryborough	District	280
144	Woodstock St - Pallas to Thurecht	Maryborough	District	585
147	Luptin Park - Boys to Walker	Maryborough	District	400
155	Lennox St - Ann to Queen	Maryborough	District	201
158	Queen St - Morning to Russell	Maryborough	District	460
159	Kent St - Pallas to Russell	Maryborough	District	1700
160	Russell St - Alice to Edward	Maryborough	District	231
161	Russell St - Kent to Walker	Maryborough	District	462
162	Walker St - Searle to Bruce Hwy	Maryborough	District	1689
164	Pallas St - Walker to Churchill	Maryborough	District	409
168	Maryborough Biggenden Rd - Royale to Nagel	Maryborough	District	969
170	lindah Rd East - Gympie to Madison	Maryborough	District	1609
201	Fort St - South to Alice	Maryborough	District	888
202	South St - Ferry to Fort	Maryborough	District	212
229	Russell St - Alice to Queen	Maryborough	District	439
60	River Heads Road - Bengston to Carrington	River Heads	District	1383

#### All Footpath Network Gaps Greater Than 200m – REGIONAL

Gap ID	Gap Location	Region	Link Type	Length
17	Pialba Burrum Heads Rd - Ansons to Drury	Hervey Bay	Regional	3344
19	Maryborough Hervey Bay Rd - PB Heads to south	Hervey Bay	Regional	13649
51	Booral Rd - Shore West River Heads Rd	Hervey Bay	Regional	2084
53	Bruce Highway - William to Gympie	Howard and Torbanlea	Regional	4805
133	Cambridge St - Bushnell to east	Maryborough	Regional	1670
205	Eatonvale Rd - Gympie to Bruce Hwy	Maryborough	Regional	2826
206	Central Rd - Gympie to Bruce Hwy	Maryborough	Regional	1721
52	River Heads Rd - Booral to Bengston	River Heads	Regional	7387

#### All Footpath Network Gaps Greater Than 200m – SPECIAL

Gap ID	Gap Location	Region	Link Type	Length
104	Burrum Heads Esplanade	Burrum Heads	Special	705
211	South Esplanade	Burrum Heads	Special	416
72	Pulgul Creek Route - Hood to Elizabeth	Hervey Bay	Special	1655
176	Serenity Dr - Imperial to existing	Hervey Bay	Special	1153
222	Gatakers Bay -Mant to Mant	Hervey Bay	Special	2466
228	Marineview bypass Queens Rd to Denman Camp	Hervey Bay	Special	380
207	Maria St - William to Steley St	Howard and Torbanlea	Special	479

## All Footpath Network Gaps Greater Than 200m – LOCAL

Gap ID	Gap Location	Region	Link Type	Length
119	Orchid Dr - Sirenia to South Esplanade	Burrum Heads	Local	437
220	Ross St - Burrum Hds Rd to Esplanade	Burrum Heads	Local	730
1	Corser St/Esplanade - Esplanade to Murphy	Hervey Bay	Local	589
3	Barker St - Mant to Corser	Hervey Bay	Local	717
9	Corfield St - North to Belleni	Hervey Bay	Local	217
10	Corfield St - Marr to Esplanade	Hervey Bay	Local	356
20	Christensen St - Rail Trail to Main	Hervey Bay	Local	1999
35	Gilston Rd - Doolong to existing	Hervey Bay	Local	600
42	Squire St Doolong to Snapper	Hervey Bay	Local	555
43	Gilston Rd Doolong to south	Hervey Bay	Local	717
45	Doolong Rd - Denmans Camp to Raward	Hervey Bay	Local	770
47	Rosewood Ave - Sandalwood to Doolong	Hervey Bay	Local	670
75	Pulgul St - Boat Harbour to Jennylee	Hervey Bay	Local	215
80	Boat Harbour Dr - Mylne to Lavell	Hervey Bay	Local	1478
82	Howard St - Boat Harbour to Garden	Hervey Bay	Local	335
86	Boat Harbour Dr - Bideford to Tavistock	Hervey Bay	Local	429
87	Boat Harbour Dr - Denmans Camp to Dartmouth	Hervey Bay	Local	1134
88	Boat Harbour Dr - Franklin to Fairway	Hervey Bay	Local	681
90	Fairway Dr - M-HB Rd to end	Hervey Bay	Local	440
92	Oleander Ave - Shelly to Banksia	Hervey Bay	Local	562
95	Mackay Dr - Royal to Gallery	Hervey Bay	Local	443
97	Richard Charles Dr - Urraween Rd to Mackay	Hervey Bay	Local	265
102	Conservation Dr - Satinwood to Pantlins	Hervey Bay	Local	403
103	Scrub Hill Rd - Urraween to Empire	Hervey Bay	Local	817
180	King St - Rail Trail to Kent	Hervey Bay	Local	392
183	Tina Drive - Ronaldo to Padre	Hervey Bay	Local	267
184	Haydn Way - Main to Kawungan	Hervey Bay	Local	201
187	Rd 912 - Springs to Rail Trail	Hervey Bay	Local	678
188	Springs Estate Madsen to Main	Hervey Bay	Local	1664
189	Hudson Dr - Christensen to existing	Hervey Bay	Local	534
213	Walkers Rd to John Duigan	Hervey Bay	Local	1144
217	Richard Charles Dr - Main St to existing	Hervey Bay	Local	792
223	Dover St - Tooth to Beach	Hervey Bay	Local	790
224	Pantlins Ln - School to Conservation	Hervey Bay	Local	260
225	Royal Dr - Mackay to Davis	Hervey Bay	Local	236
227	Boat Harbour Dr - Detour (Baird to Maheno)	Hervey Bay	Local	450
226	Boat Harbour Dr - Detour (Baird to Banksia Park)	Hervey Bay	Local	250
123	William St - Whitley to Dimantina	Howard and Torbanlea	Local	460
130	Gympie St - Bruce Hwy to Burgowan	Howard and Torbanlea	Local	591
232	Hoffman St - Arnaund to Cambridge	Maryborough	Local	215
233	Arnaund St - Cardigan St to Hoffman	Maryborough	Local	430
131	Cardigan St - Maryborough-Cooloola to Burns	Maryborough	Local	1028
132	Banana St - Wolseley to Hoffman	Maryborough	Local	1506
134	Smith St - Aubinville to Booker	Maryborough	Local	495



# **All Footpath Network Gaps Greater Than 200m – LOCAL cont.**

Gap ID	Gap Location	Region	Link Type	Length
138	Victory St - Neptune to Pallas	Maryborough	Local	1000
139	Neptune St = Boys to Victory	Maryborough	Local	850
140	Neptune St - Winston Noble to Boys	Maryborough	Local	321
145	Bryant St - Woodstock to End	Maryborough	Local	870
148	March St - Albert to Queen	Maryborough	Local	438
150	Richmond St - Albert to Ann	Maryborough	Local	203
153	Ann St - Ferry to March	Maryborough	Local	571
154	Ann St - Ferry to Cheapside	Maryborough	Local	1240
163	Albert St - Ferry to Lennox	Maryborough	Local	524
165	Royale St - Maryborough Biggenden to Rd 410	Maryborough	Local	267
169	Woongool Rd - Gympie to Nerada	Maryborough	Local	2164
171	Teddington Rd - Gympie to lindah	Maryborough	Local	1866
175	Walworth St - Gympie to Tulipwood	Maryborough	Local	222
194	Sydney St - Saltwater Creek to Ariadne	Maryborough	Local	433
195	Ariadne St - Victory to Churchill	Maryborough	Local	1087
196	Churchill St - Ariadne to Cheapside	Maryborough	Local	420
197	Yaralla St - Walker to Churchill	Maryborough	Local	449
199	Cheapside St - Alice to Rail Trail	Maryborough	Local	232
203	Wolseley St - Banana to Arnaud	Maryborough	Local	443
62	Mclvor St - Holmes to Ferris Ave	River Heads	Local	588
63	Ferris Ave Mclvor to Fraser Dr	River Heads	Local	565
64	Kingfisher Dr - Fraser to Bengston Rd	River Heads	Local	835
65	Sandpiper St - Kingfisher to River Heads	River Heads	Local	371
66	Bengtson Rd - Kingfisher to River Heads	River Heads	Local	580
67	Seafarer Dr - Cove to Park	River Heads	Local	576
68	Cove Blvd - River Heads to Bengston	River Heads	Local	2287
70	Heritage Otlk - Windjammer to Woongoolbver	River Heads	Local	500
71	Woongoolbver Ct - Heritage to End	River Heads	Local	301

### All Footpath Network Gaps Less Than 200m - DISTRICT

Gap ID	Gap Location	Region	Link Type	Length
221	Burrum Heads Rd - Burrum St to Esplanade	Burrum Heads	District	126
22	Madsen Rd - Christensen	Hervey Bay	District	114
39	Boundary Rd Denmans Camp to Maree	Hervey Bay	District	110
177	Dougan St - Corser to Sealink	Hervey Bay	District	151
143	Woodstock St - Neptune to existing	Maryborough	District	84

### All Footpath Network Gaps Less Than 200m - LOCAL

Gap ID	Gap Location	Region	Link Type	Length
106	Burrum St - Ross to east	Burrum Heads	Local	184
107	Burrum St - Shops	Burrum Heads	Local	37
111	Riverview Dr - link to North Esplanade	Burrum Heads	Local	90
219	Sawmill Rd - PBH Rd to Sempfs	Hervey bay	Local	170
8	Corfield St - Mant to Spence	Hervey Bay	Local	159
25	Main St - Christensen to Haydn	Hervey Bay	Local	74
46	Doolong Rd - Raward to Rosewood	Hervey Bay	Local	90
48	Sandalwood Dr - Ronaldo to Rosewood	Hervey Bay	Local	81
76	Pulgul St - Dayman Park	Hervey Bay	Local	110
77	Pulgul St - Dayman Park to Esplanade	Hervey Bay	Local	45
78	Miller St - Arthur to Smith	Hervey Bay	Local	112
79	Miller St - Elizabeth to Rail Trail	Hervey Bay	Local	152
81	Garden Dr - Howard to existing	Hervey Bay	Local	28
91	McLiver St - Tenimby - Baird	Hervey Bay	Local	119
96	Mackay Dr - Richard Charles to Westminster	Hervey Bay	Local	122
181	Kent St - Kin to Pulgul	Hervey Bay	Local	197
182	Moolyyir St - Esplanade to existing	Hervey Bay	Local	137
191	Augustus Way - Scrub Hill to existing	Hervey Bay	Local	54
230	Banksia St - North to Murphy	Hervey bay	Local	140
122	Steley St- Coal to Martha	Howard and Torbanlea	Local	107
231	Dau Dr - Cambridge to School	Maryborough	Local	130
141	Neptune St - Aberdeen to Winston Noble	Maryborough	Local	163
151	Adelaide Lne - Ann to existing	Maryborough	Local	92
152	Adelaide Lne - Albert to existing	Maryborough	Local	47
198	Winston Noble Dr - Churchill to existing	Maryborough	Local	100
200	Cheapside St - Kent St to Rail Trail	Maryborough	Local	84
204	Arnaud St - Wolseley to Raglan	Maryborough	Local	157
61	Holme St - River Heads to Mclvor	River Heads	Local	194
69	Windjammer Cct - Cove to Heritage	River Heads	Local	124