Maranoa Regional Council
Trails Strategy

Prepared for

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CONTENTS

EXECUTIVE SUMMARY 6

BACKGROUND 6
THE BRIEF 6
THE ROLE OF TRAILS 6
WHAT ARE PEOPLE SEEKING FROM TRAILS? (TRAIL DEMAND) 7
PRINCIPLES FOR SELECTION OF TRAIL PROJECTS 8
THE EXISTING TRAIL SUPPLY SITUATION 8
RECOMMENDED TRAIL PROJECTS 10
COSTS 14
FUNDING 15
IMPLEMENTATION 15
SUMMARY 16

RECOMMENDATIONS 17

SECTION 1: INTRODUCTION 18
1.1 BACKGROUND 18
1.2 PURPOSE AND NEED FOR THIS TRAILS STRATEGY 18
1.3 SCOPE OF THE TRAILS STRATEGY – THE PROJECT BRIEF 19
1.4 TRAILS MASTER PLANNING 19
1.5 METHODOLOGY 20
1.6 DEFINITION OF A ‘TRAIL’ 21
1.7 SOME UNDERLYING PHILOSOPHIES 23
1.8 THE BENEFITS OF TRAILS 24
1.9 LOCAL USE OF TRAILS 26
1.10 DEMAND FOR TRAILS 26

SECTION 2: CONSULTATION 30
2.1 INTRODUCTION 30
2.2 MARANOA REGIONAL COUNCIL STAFF 30
2.3 QUEENSLAND PARKS AND WILDLIFE SERVICE 30
2.4 COMMUNITY CONSULTATION 30
2.5 ACTIVE ROMA 34
2.6 MARANOA REGIONAL COUNCIL TRAIL USER SURVEY 35
2.7 PUBLIC COMMENTS ON DRAFT REPORT 35

SECTION 3: MARANOA REGIONAL COUNCIL TRAIL SUPPLY ANALYSIS 39
3.1 OVERVIEW 39
3.2 INVENTORY OF EXISTING (RECOGNISED) TRAILS 39
3.3 CONDITION OF EXISTING TRAILS 43
3.4 TRAILS NETWORK STRENGTHS AND OPPORTUNITIES 43
EXECUTIVE SUMMARY

Background
Maranoa Regional Council has an area of 58,830 square kilometres. The Council’s population is 12,648 (2008-2009 Regional Destination Marketing Plan 2009). The town of Roma, the dominant urban centre of the Council, has the biggest single concentration of people (approximately 6,950). Other major towns are Mitchell, Injune, Yuleba, Surat and Wallumbilla, with a number of smaller towns spread across the region.

The Brief
Maranoa Regional Council commissioned ROSS Planning to prepare a Sport and Recreation Plan for the Council in May 2009. As part of that project, Mike Halliburton Associates and Transplan Pty Ltd are preparing a Recreation Trails Plan. The main aim of the trails component is a strategy for the future development and maintenance of an integrated network of multi-use recreation trails throughout the Maranoa Regional Council area that provide quality recreational experiences and access to open space destinations.

This Trails Strategy does not encompass the preparation of specific and detailed trail development plans for each selected trail setting out exactly the trail upgrading and/or development works required. That level of detail is not usually included in a Trails Master Plan or Regional Trails Strategy.

For the purposes of this Plan, a recreation trail is any corridor, route or pathway for recreational purposes such as walking, mountain biking or recreational horse riding - and which passes through or has a strong connection with the natural environment, open spaces and cultural heritage.

The Role of Trails
Trails have much to offer a local government area such as the Maranoa Regional Council.

Right across Australia the many benefits of well-planned and promoted trails are being recognised by a range of agencies from National Park services to tourism departments, and from local government authorities to a host of health and physical activity organisations. It is now well recognised that recreation trails perform a number of highly beneficial roles in the broader community:

- They provide opportunities for low-key unstructured passive recreation for local residents and visitors alike;
- They enable users to gain fitness and they foster general well-being;
- They yield significant health benefits both to the individual and society. In the USA, a comprehensive health economics study showed every $US1.00 invested in recreational trails for physical activity yielded a direct medical benefit of $US2.94 (Wang et al 2005);
- They provide a significant economic benefit to communities where they are located. Users of the Bibbulmun Track, Western Australia’s long distance walk trail, inject $21 million/year in the Western Australian economy, a very good return on an initial one-off $5 million investment for construction by the WA Government. The Riesling
Trail (a 27 kilometre shared use rail-trail in South Australia) injects $1.08 million per year into the Clare region (*Market Equity 2004*). Visiting trail users on the Mundaring trails network (a Local Government on the outskirts of Perth) spend a total of $10.39 million annually in the local economy (*Jessop and Bruce 2001*).

- They are a valuable tourism attraction, especially when marketed well;
- They can help instil a conservation ethic amongst users; and
- They can be a means of educating users about the attributes of an area, especially when good interpretation is a feature of the trail.

**What Are People Seeking from Trails? (Trail Demand)**

In preparing a document such as the Maranoa Regional Council Recreation Trails Strategy and in recommending the investment of scarce public resources to maximise the return on investment, it is critical to consider trail demand. There is a significant body of work now that tells us what people are looking for from trails.

- Walking (and bushwalking) is the most popular outdoor recreation activity across Australia and is likely to remain so as the population ages. Limited survey work done for this project indicates that walking is the most popular activity in the Maranoa Regional Council area.
- Cycling (on and off-road) is also very popular and is growing in popularity.
- Horse riding is an activity by a relatively small number of participants; however, park management processes in Queensland are increasingly closing off horse riding opportunities.
- Walking and cycling in particular is likely to continue to be in significant demand within the Council from both residents (as the population ages) and visitors.
- Generally speaking, there is a clear preference for shorter journeys but people are prepared to travel to take advantage of longer trail opportunities.
- Visitors are seeking similar trail experiences to residents. Visitors are particularly seeking to experience authentic and local culture and the natural environment.
- Tourism statistics in general indicate the growing popularity of the “short break market” with bushwalking and hiking featuring high on the list of activities (undertaken by some 48% of people).
- The experience of many towns across the USA is that development of trails can stimulate visitation to an area because of the existence of the trails. Experience from Australia (Bibbulmun Track, Mundaring Trails Network, and Riesling Trail) and New Zealand (Central Otago Rail Trail) supports the notion of “build it and they will come”.

*The Adungadoo Pathway in Roma is very popular with local people – and with visitors. Completion and extension of the path is a high priority project in this trails strategy.*
Part of providing a return on the investment made in trail projects should be the provision and uptake of complementary economic development opportunities. Trail projects selected as priority projects need to reflect this outcome as well as other outcomes such as getting people out and about and active.

Critically, trails have to provide a high quality user experience or else people will not use them or will not come back – word of mouth is a much stronger advocacy tool than marketing strategies. The priority projects need to ensure a high level user experience.

**Principles for Selection of Trail Projects**

Candidate trails and sites were assessed against a number of important criteria:

- **Trail demand** - the majority of users are seeking short trail opportunities;
- **Community input**;
- **Value for money** (recognising that there will be limited budget). Trail projects should look to provide value for money and a good return on the investment made by the Council and other land managers. A few high quality, well built, well maintained and well promoted trails highlighting the best features of the Maranoa Regional Council area is preferable to a large number of poor quality trails badly constructed and not maintained;
- **Practicalities of trail development** – costs, land tenure and access, environmental issues, cultural issues, funding possibilities, possible (on-going) community support and the possibility of opposition, and the safety of users; and
- **User experience**. Trails have to provide a high quality user experience or else people will not use them or will not come back.

It is more sensible to have a few QUALITY trails rather than a vast QUANTITY of poorly constructed, poorly maintained and little used trails.

When proposing a trails network, three fundamental questions must be answered:

**Who is going to use the trail?**

**Who is going to maintain the trail?**

**Where is the money going to come from?**

Proposing a long list of trails projects can be counter-productive. When faced with a daunting (and expensive) list of trail development (or upgrading) projects, a community can often abandon plans for the trails network as it all becomes too hard.

It is therefore far more preferable to embark on a well-reasoned (small) suite of trail projects – a program that can be accomplished over a 10-year implementation period.

Combined with the field assessment, consideration of these elements allows the determination of priority projects.

**The Existing Trail Supply Situation**

The Maranoa Regional Council already has a small supply of trails and pathways, mostly in/near urban areas, such as the Adungadoo Pathway in Roma, the Hospital Hill Walk in Roma, the Roma Historic Walk, Mitchell’s Maranoa River Walk, Surat’s River Walk, the Lagoon Walk in Injune and a number of trails in natural areas of the Council area such as Mt Moffat.
Most of the existing walk trails are scattered throughout the Maranoa Regional Council area, with little or no promotion of some of them. It is likely that most residents of the Maranoa Regional Council would be unaware of the existence of some of these trail and pathway opportunities and therefore the level of use is probably low (certainly a lot lower than it could be if they were well promoted). In fact, anecdotal evidence suggests that many residents of Roma have no knowledge of the Adungadoo Pathway – despite its high appeal and scenic location.

The existing trails analysis is presented in Section 3. The key points from this analysis are:

- Compared with many other local governments throughout Australia, the Maranoa Regional Council does not have many trails and does not have an abundance of opportunities for the development of trails.
- There are several walk trails (sealed pathways) available, of varying quality, in towns in the region, though no ‘formal’ mountain biking and horse riding trails.
- Short pathways (around 1.0km) dominate.
- The Carnarvon National Park does provide walk trails in natural areas, though the various parts of the National Park are fairly remote from most towns in the Council area.
- The region does have an array of heritage buildings and heritage sites in the main towns (Roma, Mitchell, Surat and Injune) and throughout the Council area. These heritage sites provide opportunities for in-town heritage (walk) trails and heritage drive trails throughout the region (centred on the towns).
- The Maranoa Regional Council area has a rich exploration, settlement and farming history and therefore numerous historic sites capable of forming the foundation of a number of heritage drive trails. The region has a rich indigenous history, as well as more recent non-indigenous history – enabling many stories to be told.
- There is a general lack of available information about the trails and pathways. The lack of information about the existence of these trails and pathways would obviously result in lower usage levels.
- The availability of interpretation on the trails varies. The Roma Historic Walk and Hospital Hill Walk have numerous on-site interpretive panels. The Adungadoo Pathway does have several interpretive panels. Other trails and pathways have limited or no interpretive signs.
Maranoa Regional Council Trails Strategy

**Recommended Trail Projects**

The Trails Plan is shaped specifically to fit Maranoa Regional Council area’s unique parameters. It proposes not a long list of high-level ‘actions’ attributed to various agencies who may have little incentive to fulfil them, but rather a limited number of specific projects which have the potential to deliver solid and real benefits to the communities of the municipality. It recognises the needs and demands of local residents (in particular) and visitors, and it takes advantage of the diverse range of attractive landscapes on offer.

In proposing a total of 15 trail projects, this Trails Strategy recognises the limited capacity of the Maranoa Regional Council. It has been felt more appropriate to embark upon a restricted program of activity – but one that is achievable – rather than a ‘pie in the sky’ list of projects that could well seem too daunting to even attempt.

**Project a) – Adungadoo Pathway Extensions Project**

The Adungadoo Pathway is 2.1 km long, starting at the Big Rig in the east (adjacent to the Bungil Creek) and extends as far west as Apex Park (at Northern Rd). The 2.4m wide concrete pathway generally follows the Bungil Creek and the Long Drain, changing from one side to the other side via small bridges. It utilises underpasses to cross major roads. Although the length is stated as being 2.1 km, there are some missing links – where the path route follows roads instead of the drain/creek. It is assumed that private ownership of the land along the creek has prevented the path from being completed in these sections.

This project involves improvements and extensions to the existing Adungadoo Pathway. A number of improvements are suggested which would make the Adungadoo Pathway an even more accessible and enjoyable experience. A number of possible extensions/additions to the pathway are possible – depending on land ownership and future development.

**Project b): Roma Circuit Trail Design Project**

The purpose of this project is to undertake detailed investigations to establish whether a circumferential pathway circumnavigating Roma is possible and, if so, the preferred alignment for such a pathway. The trail/pathway would build on existing pathways (such as the Adungadoo Pathway) and take advantage of open spaces (such as Roma Bush Gardens) and linear corridors where available (including the railway reserve). This is a design project only.

**Project c): Roma Bush Gardens Enhancements Project**

The pathways and trail(s) around the Roma Bush Gardens attract numerous users, including people walking, young children learning to ride a bicycle, parents with prams and people walking dogs. Though the concrete pathway is incomplete, a
circumnavigation of the former railway dam is possible by following well-used footpads across some grassed areas. A number of improvements are suggested which would make the Roma Bush Gardens Walk a more accessible and enjoyable experience.

**Project d): Lake Neverfill Trail Design and Development Project**

Lake Neverfill is a ‘natural’ area on the outskirts of Roma with the potential for providing an outstanding walk trail. The lake attracts a wide range of birds and would provide great interest for those keen on observing birds. A trail around the lake would also attract others who are keen on observing nature and those interested in health and fitness. The project involves determining the design, location and construction requirements for a circumferential walk trail around the lake – a trail that would be approximately 1.4 km long.

**Project e): Roma Historic Walk Design and Development Project**

The Roma Historic Walk in the town centre of Roma consists of 25 sites of historic interest, linked only by means of a map showing their locations. If a user was to visit all 25 sites, the length of trail would be approximately 3.5 km long – depending on the actual route taken. This project proposes a revamp of the existing Historic Walk (using much of the existing information), and the possible creation of two new heritage trails – based on the existing infrastructure. At least one of the proposed (new) heritage trail(s) would commence from the Big Rig, and use existing footpaths where available.

**Project f) – Mitchell Heritage Walk Design and Development Project**

The existing River Walk in Mitchell follows closely alongside the Maranoa River for much of its length. As it currently stands, the river walk is approximately 7.0 kilometres long – though a considerable amount is away from the river’s edge following roads. The main trail commences at the bridge over the Warrego Highway in Mitchell and terminates at Rotary Park near Neil Turner Weir. This trail is 4.2 km. A second part of the trail commences at Rotary Park and finishes at Fisherman’s Rest (2.8 km).

This project involves making use of a portion of the existing walk trail along the Maranoa River, creating a circuit trail by routing the return loop through the town and past a number of heritage buildings and sites. These improvements would make the Maranoa River Walk in Mitchell a more accessible and enjoyable experience.

**Project g) – Weir Walk Enhancements Project**

The “Weir Walk” is a 3.0km walk trail that extends westward from Neil Turner Weir (at Rotary Park) to Fisherman’s Rest. It is currently designated as “Leg 2” of the Mitchell River Walk (Fisherman’s Rest to Neil Turner Weir). As a stand-alone trail, the “Weir Walk” has much to offer. It commences at a popular camping and visitor location (Rotary Park near Neil Turner Weir) and terminates at an existing parking area (Fisherman’s Rest). It is located immediately alongside the river.

This project involves an upgrade of a section of the existing River Walk in Mitchell to create a high quality stand-alone walk trail.

**Project h) – Surat Heritage Trail Design and Development Project**

The Surat River Walk is a high quality concrete pathway that is 1.8m wide and 760 metres long, located within the Riverside Parklands of Surat. It extends from the Balonne River ‘trailhead’ at Marcus St to the bowls club at the northern end of Alice
Street. An unconstructed dirt trail extends even further westward to the Surat Weir parking area (a potential trailhead). The pathway, though of high quality, is limited in its usefulness as it does not extend as far west as the Surat Weir (and existing ‘trailhead’ parking area at the weir) and it does not provide an uninterrupted connection to the caravan park.

This project involves making use of a portion of the existing walk trail along the Balonne River, creating a circuit trail by routing the return loop through the town and past a number of heritage buildings and sites. It involves a number of other improvements and extensions which would make the River Walk in Surat a more accessible and enjoyable experience.

**Project i) – Injune Lagoon Walk Enhancements Project**

The Lagoon Walk in Injune is a 1,230 metre black bitumen pathway, 1.8 metres wide, around a lagoon. The lagoon is situated approximately 100 metres from the Injune Caravan Park and 380 metres from the town centre.

This project involves enhancing the existing walk trail around the Lagoon.

**Project j) – Injune Heritage Trail Design and Development Project**

This project involves developing a new in-town heritage trail in Injune. The proposed heritage trail would commence from the new Visitor Information Centre, and use existing footpaths where available. In-town heritage trails provide a signposted and interpreted route to the most significant sites within a town, thereby informing local people about their history as well as being an interesting activity for visitors to a town to enjoy.

**Project k) – Injune Loop Trail Design and Development Project**

This project involves developing a new circuit or loop trail around the perimeter of the Injune townsite. The proposed heritage trail could commence from the new Visitor Information Centre, or from the existing Injune Lagoon Trail - and use existing footpaths where available.

This loop trail would provide a signposted and interpreted route to the most significant sites around the outskirts of town, thereby informing local people about their history as well as being an interesting activity for visitors to Injune to enjoy.

**Project l) – Wallumbilla Pathway Development Project**

This project involves the construction of a pathway linking the showgrounds (and caravan park) with the Calico Cottage (Visitor Centre) in Wallumbilla, with a spur trail connecting with the existing pedestrian crossing over the railway.

This pathway was overwhelmingly the number one priority as discussed at the community meeting held during the course of the project.
Project m) – Yuleba Passport Project

The small size of the Yuleba townsite, the low traffic volumes and the wide verges indicates the apparent lack of a need for any new recreational pathways and/or recreational trails. However, the townsite has character and an ample provision of heritage buildings and a rich history associated with Cobb and Co.

The “Yuleba Passport” project is intended to focus on these rich historic elements and attract visitors to town for the purpose of discovering the town’s history. The idea is to place (or ‘hide’) a series of heritage artefacts around town that visitors must locate. Some of these items will be immediately obvious; others will require some searching. It could be regarded as a ‘treasure hunt’.

Project n) – Judds Lagoon Trail Design and Development Project

This project involves determining the most appropriate location for a short walk trail around the foreshore of Judd’s Lagoon. The Lagoon is already a popular picnic and camping area, with various facilities already in place. The purpose of establishing a walk trail is to provide visitors with a pleasant recreational experience in an area already popular. The proposed new trail will include several new, short boardwalks and/or bridges to enable trail users to cross wetland and open water sections of the lagoon.

Project o) – Drive Trails Project

Recognising the geographically dispersed nature of the attractions of the Maranoa Regional Council area, this Trails Strategy proposes a series of short drive trails that will take future visitors to a wide range of attractions throughout the Maranoa Regional Council and in particular to the existing and proposed (non-motorised) trails of the Council. Lay-bys on the side of the nearest road could be developed, with old photographs used on the interpretive panel to explain the significance of the site/place.

The range of potential sites for inclusion on these drive trails are:

- Aboriginal history sites.
- Early exploration and explorers (eg. Sir Thomas Mitchell; Ludwig Leichhardt; Alan MacPherson).
- Pioneers of settlement.
- Cobb and Co changing stations.
- Corduroy roads.
- Drovers (and the myriad of stock routes).
- Railway history sites.
- Old school sites.
- Natural history sites.
- Mining and mineral exploration sites.
- Gas exploration sites.

The rich exploration, bushranger and pioneering history of the region could be captured in a series of local drive trails – recommended as a high priority project in this plan.
In addition to the trails development/upgrading projects listed above, another important task (or trails-related project) for the Maranoa Regional Council is a Marketing and Promotion Program (the 16th project).

A series of walk, cycle and drive trails will be developed or upgraded through the programs set out above. When in place, they will need to be better promoted. This is best achieved through a concerted effort at compiling information, and publishing it in the form of simple but aesthetically pleasing brochures/maps.

This project will focus on collating, producing and disseminating information regarding the range of trail opportunities within the Maranoa Regional Council area.

**Costs**

The works lists and costs for trail upgrades are fully discussed in this report. Different trails require different works to be carried out – some require very little work; others require a greater scope of work; while some require more detailed planning.

In summary, indicative costs of planning and developing and/or upgrading each trail follows. It is worth reiterating that this Trails Strategy does not encompass the preparation of specific trail development plans for each selected trail detailing exactly the trail upgrading and/or development works required. The costs below should therefore be taken as indicative only.

<table>
<thead>
<tr>
<th>Trail</th>
<th>Costs (including 10% contingency and 10% GST)</th>
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<td><em>Roma</em></td>
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<tr>
<td>Adungadoo Pathway Extensions Project (Project a)</td>
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<tr>
<td>Roma Circuit Trail Design Project (Project b)</td>
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<td>Roma Bush Gardens Enhancements Project (Project c)</td>
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<td><em>Surat</em></td>
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<td>Surat Heritage Trail Design and Development Project (Project h)</td>
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<td><em>Injune</em></td>
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<tr>
<td>Injune Lagoon Walk enhancements Project (Project i)</td>
<td>$63,950</td>
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Mike Halliburton Associates and Transplan Pty Ltd
### Funding

Facing an ambitious project that encompasses significant trail development can be daunting indeed. Proponents may well ask: “Where are these funds going to come from for trail development, promotion and the range of other matters necessary for the creation and upgrade of this trail?”

Resourcing trail construction and promotion programs can certainly be challenging, as can resourcing ongoing maintenance. It must be recognised that projects such as these are an investment for the future. Well-planned and built, well interpreted and appropriately promoted, the trails will benefit local communities through the provision of high quality recreation opportunities and they will bring visitors into the Region (and encourage them to stay longer). They will create employment, and all will significantly assist in the conservation and preservation of heritage sites along their routes. A range of funding sources and other resources are currently available. The Council (and ratepayers of the Council) should not have to pay the entire costs of any trail package.

Most of the priority projects will result in the need for substantial implementation and marketing funding – sourcing these funds should be a priority action for the Maranoa Regional Council.

### Implementation

This Recreation Trails Strategy suggests a ten-year initial implementation program for the 16 projects. Many of the trail projects are spread over a number of years in recognition of their components (plan and construct) and their costs. The following table shows a recommended expenditure program for future trail development.
## Summary

Attracting users to trails is a competitive business. Numerous local governments, and not-for-profit organisations, are now beginning to realise the tremendous benefits that trails can bring to a community. Across Queensland there are a large number of trails, most of which are poorly built, poorly signposted, poorly maintained and poorly promoted. With this in mind, this Recreation Trails Strategy strongly recommends that the Maranoa Regional Council strive to attain a competitive edge in its supply and marketing of its trails. To this end, the provision of a small suite of quality trails, rather than numerous ‘ordinary’ trails, is the primary objective. With the implementation of the trails projects developed in this Trails Strategy, the Council will be able to attract visitors to the Region and be able to keep them in the region for a full weekend – or longer.

This Recreation Trails Strategy sets out a simple project-focused program of activity designed to deliver the maximum benefits to the widest cross-section of the community. It does not focus solely on developing new trails, but recognises the existence of a number of trails already in the region. It will support the upgrading of a number of these, and enshrines the requirement for quality (and carefully targeted) marketing and promotion.

### Table: Proposed Expenditure 1998-99

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</table>
RECOMMENDATIONS

It is recommended that the Maranoa Regional Council:

- Resolve to endorse the Maranoa Regional Council Recreation Trails Strategy and seek to implement the recommendations contained therein.
- Consider an annual allocation to supplement grants from other sources to implement the projects contained within the Recreation Trails Strategy.
- Establish a Trails Management Group to oversee the implementation of this Recreation Trails Strategy.
- Seek funds from other sources and funding programs for the projects contained within the Maranoa Regional Council Recreation Trails Strategy.
- If external funding can be sourced, make arrangements for a portion of the work time of an officer of the Maranoa Regional Council to be dedicated to trails and implementation of this Recreation Trails Strategy.
SECTION 1: INTRODUCTION

1.1 Background

Maranoa Regional Council has an area of 58,830 square kilometres. The Council area population is 12,648 (2008-2009 Regional Destination Marketing Plan 2009). The town of Roma, the dominant urban centre of the Council, has the biggest single concentration of people (approximately 6,950). Other major towns are Mitchell, Injune, Yuleba, Surat and Wallumbilla, with a number of smaller towns and locations spread across the region.

The tourism sector is a small but significant industry within the Council area and one that is likely to grow in years to come. A recently prepared Destination Marketing Plan includes the objectives of attracting additional numbers of the seniors market to the region, extending the duration of their stay and encouraging their touring within the region, and increasing the visitation and duration of stay by families, particularly during non peak visitor season.

Maranoa Regional Council commissioned ROSS Planning to prepare a Sport and Recreation Plan for the Council in May 2009. As part of that project, Mike Halliburton Associates and Transplan Pty Ltd are preparing a Recreation Trails Strategy. The main aim of the trails component a strategy for the future development and maintenance of an integrated network of multi-use recreation trails throughout Maranoa Regional Council area that provides quality recreational experiences and access to open space destinations.

1.2 Purpose and Need for this Trails Strategy

Recreational trails are not an isolated product – they link with a whole range of other planning processes – tourism, open space planning, regional planning, economic development, and natural resource management planning. Trails need to be placed in a wider context of other issues.

Experience elsewhere indicates that recreational trails can indeed be a focal point for quality tourism with the right infrastructure and the right packaging. Recreational trails can be a significant component of a sustainable tourism industry capitalising on significant natural assets.

The area offers a broad spectrum of possible trail types and standards and the development of a Trails Strategy will allow the various governments, private and community organisations to effectively, cooperatively and appropriately plan for the future.

A series of recreation trails would serve the following purposes.

1. Enable convenient and safe access to the various townsites for residents, children and tourists.

2. Provide a safe recreational asset for the towns.

3. Provide an attraction to tourists that would educate them of the ecological, social, and cultural significance of the area to the communities of the Roma Region.
4. Provide an opportunity for an integrated community project; i.e. community involvement in all aspects of the trail from track alignment to design to signage and rehabilitation of the area’s vegetation.

5. Incorporate indigenous heritage into the trail system (especially in interpretive signage).

6. Support the historical significance and status of the major towns of the region.

1.3 **Scope of the Trails Strategy – the Project Brief**

The Trails Strategy is a component of a wider Maranoa Regional Council Sport and Recreation Plan. The recreation trails component is aimed at developing a strategy for the future development and maintenance of an integrated network of multi-use recreation trails throughout Maranoa Regional Council area, that provide quality recreational experiences and access to open space destinations.

1.4 **Trails Master Planning**

There are four basic elements to trail planning and development prior to actual construction of a trail:

- **State or Regional Trails Master Plan** – identifies strategic trail initiatives at a state or regional level; identifies trends in recreation and recommends range of trails to satisfy demands; recommends key projects for implementation.

- **Local Government Trails Master Plan** – identifies existing range of trails; identifies ‘gaps’ and ‘missing links’ in the supply of trails; identifies priority trail projects (including repairs, upgrades and extensions to existing trails, signage requirements and marketing and promotional materials); identifies key stakeholders; identifies potential trail corridors.

- **Individual Trail Feasibility Study** – refines potential trail routes; identifies issues/challenges to trail development; identifies the possible market for the trail; broadly identifies costs; provides feasibility statement on the practicalities of developing the trail.

- **Trail Development Plan** – identifies precise route of proposed trail; identifies construction techniques and materials; provides reliable costs estimates and detailed works lists; identifies signage requirements and costs; provides trail inspection and maintenance schedules.

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The Trails Strategy is at the earliest stage of the trail planning and development spectrum. Further detailed trail planning will be required for trail projects to proceed successfully.
Once planning is completed at the appropriate level, trail construction can then begin. This process ensures a maximum return on the investment of Local Governments and other groups (State Government departments, community groups) in trail development work. Far too often, people leap to construct trails without any idea of who uses them, why, when, how much it is going to cost, how to market a trail etc. The result is often trails that are underused and eventually ‘return to the bush’.

The approach has been recognised in North America (through work by the well-respected Rails-to-Trails Conservancy) and Western Australia (through its trail funding under the Lotterywest program overseen by the Department of Sport and Recreation) as one that ensures that trails are well designed and supportive of relevant trails master plans. This approach is becoming accepted as good practice in other states.

1.5 Methodology

In common with other Trails Master Plans, this project followed a similar methodology to establish the desired outcomes.

**Background Research** – the first stage of the preparation of this Trails Strategy was to review background material that may influence the supply of, or demand for, trails within the Maranoa Regional Council area. In particular, any information pertaining to existing trails, or proposed trail projects, within the Council area was collected and reviewed. The intention was to compile a list of existing trails, their user group, condition and as many pertinent facts about those existing trails. During this stage, digital mapping data was obtained in preparation for the fieldwork.

**Initial Discussions with client to confirm requirements of brief** – it was imperative to establish the desired outcomes sought by the Client, and to clarify the requirements of the Brief. Initial discussions revealed the intentions of the Client, the prevailing attitudes towards trails development, the role of trails within the local communities, and importantly some local insight into the availability of, and scope for, trails within the Maranoa Regional Council area.

**Meeting with key stakeholders** – the input from interested local people and key stakeholders (such as the Department of Environment and Resource Management and the Active Roma Committee) was crucial to the successful preparation and implementation of this Trails Strategy. In any community, there are numerous people with a direct interest and involvement in trails development – whether it be from a botanical perspective, a tourism viewpoint, an historical interest or any number of other interests. Each has a vital role to play in shaping the Plan.

**Field work** – there is no substitute for actually walking (or cycling) existing trails, and assessing areas for possible new trails development. Traversing existing trails enables a comprehensive account of the condition of each existing trail to be compiled, including such matters as signage, trail surface, maintenance requirements, interpretation needs, etc. The in-the-field assessment of natural areas and other trail opportunities provided ideas about future trail development possibilities.

**Report writing** – following background research, consultation and in-the-field assessment of existing and future trail opportunities, all relevant information was compiled and distilled down into a report that dealt with all matters set out in the Brief. The essential tasks were to compile an account of the nature and condition of all existing trails, make recommendations about the need for additional trails (i.e. a ‘gap’
analysis) and trail projects, and to provide costs and recommended priorities for the enhancement of the trails network within the Maranoa Regional Council area.

**Further discussions and consultation** – upon completion of the fieldwork, and during the preparation of the draft plan, it was necessary to follow up with various stakeholders to clarify matters. This often involves additional meetings and/or discussions with key stakeholders to clarify regulations and requirements, or to elicit initial feedback on ideas and draft proposals.

**Mapping** – an essential element of all Trails Master Plans is the mapping of the trails network. Mapping of the trails network within the Maranoa Regional Council area involved a series of individual plans (on aerial photography) for each proposed new trail (noting that the existing trail network is also shown on these aerial photos as appropriate).

**Submission of Draft Report to Client for review** – upon completion of the draft report and mapping, the report was submitted to the Client for initial review and feedback. Comments received on the Draft Report will be incorporated into the final version of the Trails Strategy.

**Public Review of Draft Report** – the community had two weeks to review the proposals contained within the Draft Report. Their comments were collated by the Client, and passed on to the Consultant.

**Receipt and consideration of submission from the community** – interested stakeholders and persons in the community were invited to provide feedback on the Draft Plan to the Maranoa Regional Council, which was then be passed on to the Consultant. All comments received on the Draft Plan were taken into consideration in the preparation of the final Trails Strategy.

**Preparation of final Trails Strategy** – following receipt of comments from the Client, stakeholders and interested community members, the final Trails Strategy was prepared and submitted to the Client for consideration and adoption by the Council. Should the Trails Strategy be adopted, action should commence soon after, with funding to be sought for the immediate implementation of highest priority tasks identified in the Strategy.

### 1.6 Definition of a ‘Trail’

From extensive discussions over many years in many states of Australia (and overseas) it is clear that numerous people have differing perspectives of what is – and what isn’t – a ‘Trail’. For this project to function effectively it is important to clarify the definition of a Trail, and to clarify what this definition includes - and excludes - in the specific local context.

Some states and studies have developed clear and categorical definitions, as follows:

Western Australia:

"...a trail is any corridor, route or pathway which has as its primary land usage any one of - or combination of - recreational walking, mountain biking or horse riding - and which passes through or has a strong connection to the natural environment."
South Australia:

“A trail can be a corridor, route or pathway, and will have strong linkages with the natural environment, open spaces and cultural heritage.”

Queensland (Gold Coast / Beaudesert):

“A recreation trail is a corridor, route or pathway used for recreational walking, cycling, or horse riding that passes through or connects natural environments and/or human communities. It is a route formally designated by the land manager and may take a variety of forms including fully developed trails, road reserves (formed and unformed) or signed routes through the landscape.”

Queensland (Caboolture Trails Strategy Brief and Caloundra – Links and Trails Strategy):

“A trail is a corridor, route or pathway used by people with a range of abilities for recreational walking, cycling, canoeing or horse riding that passes through or connects natural environments and communities.”

Clearly these definitions have a number of aspects in common and when read together they go a significant way towards clarifying this entity. However, what none of these definitions do is draw the line between a ‘trail’ and a ‘pathway’ (cycle path/ shared path) – and in the context of projects that may be relevant to Maranoa Regional Council, particularly in the urbanised areas, this is a crucial delineation to make.

The North American experience indicates that even sealed pathways can be considered as ‘trails’, particularly where they run through natural areas, along coastlines or river foreshores.

All trails and trail-like recreation resources can be placed on a spectrum, with highly-developed hard-surfaced and often urban or semi-urban pathways at one end, and unmarked wilderness routes at the other. Defining a 'trail' is simply a matter of picking the point on that spectrum which marks the division of what's 'in' and what's 'out'.

Historically, Australia has commonly chosen a position noticeably further toward the wilderness end of the spectrum than has America or Britain. Those countries - and the USA in particular - include many pathway resources in their data-base of trails that would be considered 'shared paths' or urban footpaths here in Australia.

Australians tend to have a stronger link to things 'natural' - both the natural environment and natural trail surfaces - in their instinctive definitions of what is a trail.

Bearing all of this in mind, and recognising that some pathways in the Council area (such as the Adungadoo Pathway) are sealed, and are provided for multi-purposes (including recreational walking, jogging, transport etc), it has been decided that hard-surfaced ‘paths’ would be considered trails in this project – as long as they are within a ‘natural’ corridor (eg. river valley, etc). However, this definition is not steadfast in its application – many of the in-town heritage trails considered, for example, include both natural environments and built environments.

This shifts the point of delineation substantially towards the American model, and is a vital factor that must be borne in mind when reading this document.

With all this in mind, the definition used in the Trail User Survey was as follows:
“a recreation trail is any corridor, route or pathway for recreational purposes such as walking, mountain biking or recreational horse riding - and which passes through or has a strong connection with the natural environment, open spaces and cultural heritage.”

This then is the definition that will be used throughout this Trails Strategy.

The other key definitional point for this study is that many of the trails in the final list may not be considered bush trails in the truest sense (i.e. at the wilderness end of the spectrum). These trails are aimed at the bulk of the population who are seeking short recreational activities (walk, cycle, horse ride). The tremendous success of the Great Short Walks of Tasmania program is testimony to the fact that there is a huge market for this type of short activity. It is also important to bear in mind many of the trails developed and upgraded will be for local residents seeking a trail experience for exercise, as well as for other recreational purposes. Residents often seek trail experiences close to home, and often accept less ‘naturalness’ as a trade-off for proximity.

1.7 Some Underlying Philosophies

Constructing and maintaining trails can be an expensive undertaking. The history of the development of trails in Australia has demonstrated that there are limited funds available for the construction of trails – and few, if any, funding programs provide money for the maintenance of trails.

The lack of maintenance has plagued the trails world in Australia. All too often the maintenance of a trail is left in the hands of some willing, enthusiastic (and capable) volunteer group, but over time personnel in the volunteer group changes (or leaves the area), enthusiasm wanes, focus changes. When that happens, the trail surface deteriorates badly through erosion, vegetation becomes overgrown, trail signage disappears and brochures/leaflets become non-existent. The trail then is no longer suitable for use. The original expense and effort in developing the trail has been wasted.

It is imperative therefore that the proponents of trail projects be aware that over-ambitious trail development programs may fail due to limited availability of funds and other resources.

Care must therefore be taken to ensure the proposed trails network be thoughtfully put together.

In this regard, it is makes more sense to have a few QUALITY trails rather than a vast QUANTITY of poorly constructed, poorly maintained and little used trails.

When proposing a trails network, there fundamental questions must be answered:

**Who is going to use the trail?**

**Who is going to maintain the trail?**

**Where is the money going to come from?**

Proposing a long list of trails projects can be counter-productive. When faced with a daunting (and expensive) list of trail development (or upgrading) projects, a community can often abandon plans for the trails network as it all becomes too hard.
It is therefore far more preferable to embark on a well-reasoned (small) suite of trails – a program that can be accomplished over a 5-year (or perhaps 10-year) implementation period.

This Trails Strategy therefore proposes a number of specific projects that have the potential to deliver solid and *real* benefits to the Roma Region. It recognises the needs and demands of local residents (in particular) and visitors, and it takes advantage of the diverse range of attractive landscapes on offer.

This Trails Strategy recognises the limited capacity of the Council. It is more appropriate to embark upon a restricted program of activity – but one that is *achievable* – rather than a ‘pie in the sky’ list of projects that could well seem too daunting to even attempt.

**1.8 The Benefits of Trails**

Right across Australia the many benefits of well-planned and promoted trails are being recognised by a range of agencies from National Park services to tourism departments, and from Local Governments to a host of health organisations. It is now well recognised that recreation trails perform a number of highly beneficial roles in the broader community. The Recreational Trails Strategy for South Australia 2002 – 2010 (*SA Office of Sport and Recreation 2002*) provides a succinct summary of these. The authors of this report state that social health, physical fitness, environmental protection, cultural preservation and the economy can all improve from the effects and experiences offered by recreational trails.

**1.8.1 Social and Physical Health Benefits**

Trails provide communities with a diverse, free opportunity to explore and enjoy healthy recreational pursuits. Active recreation, in any form, will improve health. People can use trails in a variety of ways, depending on their abilities and preferences. Social and physical health benefits include:

- Participation in trail activities can improve physical and mental health. Obesity, particularly childhood obesity, consistently features in the press as one of the major issues facing Australians. While a particular piece of recent research suggests that children are exercising as much today as in previous times and it is diet that is the major contributing factor, this conclusion is yet to be fully tested. Regardless of this research, obesity amongst adults and children is increasing. Increased physical activity will make a difference. The obesity epidemic is now estimated to cost Australia $1.3 billion/year (*Australian Bicycle Council*).

- Participation in trail activities improves community health and reduces health expenditure. In the USA, a comprehensive health economics study showed every $US1.00 invested in recreational trails for physical activity yielded a direct medical benefit of $US2.94 (*Wang et al 2005*)

- Trail activities facilitate participation and social interaction between a diversity of community members, age groups, individuals and families e.g. community walking groups, voluntary trail maintenance and conservation work;

- Trails can offer a wide range of opportunities to a diverse group of people. Depending upon design, trails can accommodate the elderly, people with
disabilities or satisfy those seeking challenging adventures and a sense of achievement;

- Participation in trail activities has a relatively low cost to participants;
- Trails can introduce participants to other recreational and participation offerings in the community; and
- Trails help to connect people and places – they can help bring together disparate groups within the community by providing non-threatening common ground. Trails can develop community pride by prompting the community to recognise and record its human and natural heritage – in doing so, the community recognises what is good and rich and of value to the community.

1.8.2 Environmental and Cultural Benefits

Trails provide a number of environmental and cultural benefits. These include:

- Opportunities for the community to experience natural and cultural environments;
- Protection of the adjacent environments by localising impacts and facilitating management of visitation effects;
- Trails can be a means of educating users about the attributes of an area, especially when good interpretation is a feature of the trail. High quality trailside interpretation can showcase the attributes of an area, providing educational and interpretive opportunities and increased environmental and cultural awareness and appreciation;
- Provision of green commuter journeys leading to a decrease in the use of motorised vehicles for transportation and recreation. This helps reduce the production of emissions that cause global warming and respiratory problems;
- Increased community ownership which helps to preserve natural and cultural values; and
- Opportunities for community participation in conservation and revegetation work.

1.8.3 Economic Benefits

Trail visitors spend money in towns and communities along trails. Trails generate intrastate, interstate and overseas tourism spending.

- Trails inject money into local economies. Users of the Bibbulmun Track, Western Australia’s long distance walk trail, inject $21 million/year into the Western Australian economy, a very good return on an initial one-off $5 million investment for construction by the WA Government (Colmar Brunton 2004). The Riesling Trail (a 27 kilometre shared use rail-trail in South Australia) injects $1.08 million per year into the Clare region (Market Equity 2004). Visiting trail users on the Mundaring trails network inject a total of $10.39 million annually into the local economy (Jessop and Bruce 2001). Along the Murray to the Mountains Rail Trail in north eastern Victoria, one of the better known rail-trails in Australia, average daily expenditure was $258/user (Beeton 2006).
Maranoa Regional Council Trails Strategy

- Trails support and enhance local business opportunities. For example, many local businesses along the Bibbulmun Track are now able to identify a turning point in their fortunes relating directly to the popularity of the track (DNRM and EPA 2002). Along New Zealand’s Central Otago Rail Trail, 64% of accommodation providers in the vicinity of the rail-trail prior to the trail’s opening now attribute a substantial portion (>20%) of their turnover to the trail (Otago Central Rail-Trail Trust 2005). On South Australia’s Riesling Trail, local businesses were passionate about the trail and believed it contributed to their businesses as well as helping to position the area as an authentic leisure holiday destination; the trail has contributed to business formation as well as business growth (Market Equity 2004).
- Trail users spend money preparing for their trail journeys or recreation activities; and
- Trail construction and maintenance can generate employment opportunities.

1.9 Local Use of Trails

Development of a trail network will not only benefit visitors (and those that depend on the tourism industry). There will also be benefits to local residents. Development of a trail network will allow use by local people to recreate in an outdoor setting, delivering significant health benefits and developing the community’s appreciation of this high quality natural resource on their doorstep.

In particular, this Trails Strategy proposes several projects of direct benefit to local people, such as the various extensions to existing “waterside” trails in Roma, Injune, Surat and Mitchell (to incorporate in-town heritage elements), and a new pathway at Wallumbilla.

1.10 Demand for Trails

1.10.1 What Do People Do?

The latest Exercise, Recreation and Sport Survey (2007) reports on the propensity of Australians to participate in trail-related activities at a general level:

- 33% of survey respondents across Australia participated in walking, making it the most popular form of activity. This figure marks an increase of 24% since the first survey in 2001.
- 9.7% of survey respondents across Australia participated in cycling, making it the fourth most popular form of activity. This figure marks an increase of 11% since the first survey in 2001.
- 5.7% of survey respondents across Australia participated in bushwalking, making it the seventh most popular form of activity. This figure marks an increase of 17% since the first survey in 2001.
- Regular participation in non-organised physical activities (such as walking, bushwalking and cycling) was highest among people with university degrees (39.4%) or diplomas (37.8%).

The difference between ‘walking’ and ‘bushwalking’ is interesting. Trails are now seen to be a resource for the larger group (walkers), as much or more than they are for the smaller, more traditional bushwalking set.
This usage by people who would not have considered themselves ‘bushwalkers’ drives much of today’s trail development across Australia.

A number of survey-based studies are available which together give a consistent indication of participation levels relevant to trails-related outdoor recreation activities. These studies come from South East Queensland (1998, 2001 and 2006) and South Australia (Market Equity 2004). These studies clearly establish that walking is the most popular trail-related activity, and is one of the most popular outdoor activities amongst all Australians. Table 1.1 shows the results of these studies.

**Table 1.1 – Participation Rates in Outdoor Recreation Activities**

<table>
<thead>
<tr>
<th>Study</th>
<th>Walking</th>
<th>Cycling</th>
<th>Horse riding</th>
</tr>
</thead>
<tbody>
<tr>
<td>SE Qld (1998)</td>
<td>60%</td>
<td>25%</td>
<td>7%</td>
</tr>
<tr>
<td>SE Qld (2001)</td>
<td>50%</td>
<td>26%</td>
<td>7%</td>
</tr>
<tr>
<td>SE Qld (2007)</td>
<td>35%</td>
<td>29%</td>
<td>7%</td>
</tr>
<tr>
<td>SA – Market Equity</td>
<td>69%</td>
<td>29%</td>
<td>*</td>
</tr>
</tbody>
</table>

* no horse riding trails were considered in this survey of five trails

Walking is likely to remain the most popular activity as the population ages – a phenomena occurring across Australia and in Maranoa Regional Council (Maranoa Regional Council 2009). The SEQ Regional Trails Strategy (2006) confirms this conclusion, and notes that walking is the most popular activity for older people. Walking is also a popular activity for young parents. In community discussions for this project, it appears there is demand for places for young families to walk in a relatively natural setting in the major towns within Maranoa Regional Council. The various rivers, creeks and lakes within some of the major towns (notably Roma, Mitchell, Surat Injune and Yuleba) provide a potential setting for this – in the heart of the town, parts of the river foreshore are easily accessible and have established trails.

In May 2004, the City of Geelong released its report on the City’s activity profile. Entitled “Walking More: Walking Safely”, the project focussed on walking generally rather than trail walking; its findings however add a significant dimension to the figures discussed above. Whilst it is not suggested that the recreation patterns for people in Maranoa Regional Council is similar to Geelong, it is worth noting the key findings (which add to the other studies noted above):

- Over 70% of respondents to the survey reported that they had walked in the previous two-week period. Geelong residents are more likely to walk than take part in any other sport, recreation or fitness activity. A quarter of those who had walked do so on a daily basis.

- Nearly 60% of those walking did so for fitness, exercise or health, with another 20% walking for enjoyment or leisure.

It is worth noting that cycling (on and off-road) is also very popular and is growing in popularity. The SEQ Regional Trails Strategy (2006) noted a strong demand for cycling in younger age groups (less than 30 years). This activity has grown dramatically in the last 20 years and now regularly accounts for between 15 and 30% of outdoor activities in the range of surveys undertaken. At a general level, bikes have outsold cars over the last nine years- last year, bikes outsold cars by a healthy 38 per cent (this margin has increased every year since 2001). Most households own a bike. Over 1.2 million
bikes were sold in 2005; most of these were hybrid and mountain bikes (Australian Bicycle Council).

Both walking and cycling have a core of participants who engage in their activity very frequently e.g. at least once or more per week.

A survey of trail users within the Maranoa Regional Council was undertaken for this project (and reported on in detail in Section 2). The majority of respondents (56%) walked along the existing trails. Cycling was also a popular activity (undertaken by 22% of respondents). The majority of survey respondents used existing trails once or twice a week.

Horse riding is an activity by a relatively small number of participants (around 7% of outdoor recreation activities); however, national park management processes in Queensland are increasingly closing off horse riding opportunities. Horse riding demand can also be highly localised – certain localities attract residents who are horse riders. There were no horse riding issues raised in public consultation – it may be that most riders have sufficient opportunities on their own properties or are catered for by existing club facilities.

1.10.2 What are tourists looking for?

It is also critical to consider the needs of visitors as they provide much of the economic benefits associated with trail development. Recreation trails provide an important piece of tourism infrastructure and provide experiences in the ecotourism market. Visitors are interested in what is local and authentic. Successful tourism destinations are built on factors that give a place its own distinctive character. These factors are lifestyle, heritage, cultural activities, landscape, flora and fauna; characteristics of the basic tourism product of any destination. Recreation trails provide opportunities to highlight many of these characteristics.

It also seems from observations that many visitors to the region driving caravans and motorhomes on (presumably) extended trips are looking to undertake short walks and rides from their campsites (often in towns at showgrounds) once they arrive. This activity was particularly noticeable in Surat, Mitchell, Injune and Wallumbilla and formed an important input into the recommended trail projects.

1.10.3 How long do people spend on trails?

A Victorian study (prepared for the Victorian Trails Strategy 2005 - 2010) found that there is a clear preference for shorter walks (up to 6 kilometres and taking between 30 minutes and 2 hours to walk), on both metropolitan and ‘remote’ trails. The Market Equity work in South Australia supports this conclusion with 76% of walkers using trails for less than 2 hours. The Geelong project found that the average duration of a walk is 50 minutes (with the highest numbers walking between 21-30 minutes and 51-60 minutes).

1.10.4 What sort of person is a trail user?

Unfortunately, there is limited Australian research on who uses trails. The limited research that has been done shows some interesting attributes of trail users across Australia:

- Almost half of the trail users of the Murray to the Mountains Rail Trail listed their employment status as professional (e.g. doctors, lawyers, managers) (Beeton 2006)
The majority of people (53%) who participate in outdoor recreation are aged between 25 and 54 (Qld Outdoor Recreation Federation et al 2007).

80% of users of the Bibbulmun Track are aged between 25 and 60 (Colmar Brunton 2004).

62% of users of the Murray to the Mountains Rail Trail were aged between 31 and 60, while 28% were aged between 9 and 20 (Beeton 2006).

The City of Greater Geelong study showed that 82.9% of survey respondents who had a degree or post-graduate qualifications had walked for exercise or pleasure in the last 2 weeks, while only 62.9% of those who had left school in Year 10 or earlier had walked for exercise or pleasure in the last 2 weeks. The authors of this survey concluded that walking participation increases with educational achievement.

People using a series of walk and cycle trails in SA are motivated by a desire to attain a sense of well-being (95% of users listed this as a motivation), to unwind and relax (91%), to be close to nature (87%), and to be close to family and friends (70%) (Market Equity 2004).

1.10.5 Supply Generated Demand (Speculative)

There is strong anecdotal evidence from around Australia that a large part of the demand for trails is supply driven, meaning trail users are attracted to developed trails that are both ‘known’ or advertised in some way, and offer a range of facilities such as signage and interpretation, parking, toilets and water. Data to verify the proposition that “if you build it they will come” (induced demand) is rare in trails research. However evidence of usage on two recently developed trails in Western Australia, the Mundaring trails network and the Bibbulmun Track, show steadily growing usage. The Bibbulmun Track increased in usage from 10,000 in 1998 to 35,000 in 1999-2000 to 137,500 in 2003 (Bibbulmun Track Foundation 2004). In 2001, the Mundaring Shire trail network was used by over 200,000 people (Jessop and Bruce 2001), having grown from a low base when the network was first fully opened. Only 10% of these users were locals (residents of Mundaring Shire) with many other users drawn from the Perth metropolitan area. However, the 20,000 local users represented some 63% of Shire residents. The experience of many towns across the USA also supports the notion that development of trails can stimulate visitation to an area because of the existence of the trails. There are many stories of towns in decline that reversed that trend by developing a trail (often a trail along an abandoned railway line) and the fortunes and economic prosperity of that town turned around.

Summarising the known research data indicates the need to develop a trails network based primarily on ‘short’ walks and providing cycling opportunities. This provision will respond to a continuing demand for such facilities from both residents and new residents and will importantly add a new element to the attractiveness of the region for visitors. Australians are increasingly looking for passive, non-organised recreation opportunities, often in natural or near-natural settings. Demand for this type of opportunity will only increase as the population ages. Residents of Maranoa Regional Council are likely to have similar desires – the success of the various trails in Roma, Mitchell, Injune and Surat stand as testimony to this desire. It is also reasonable to assume that visitors to the region have similar desires.
SECTION 2: CONSULTATION

2.1 Introduction

Consultation with local people is extremely important in building community understanding, support and use, all vital elements in the successful delivery of these projects. The success of the Bibbulmun Track (Western Australia’s premier long distance walking track) has been marked by the positive partnerships built between the WA Government and the Bibbulmun Track Foundation, primarily in marketing and maintenance. The Munda Biddi Trail (WA’s long distance off-road cycle touring trail) is also well supported by the Munda Biddi Trail Foundation. Whilst it would be difficult to replicate the strength of these particular partnerships, the development of community partnerships is vitally important to ensure favourable trail outcomes.

2.2 Maranoa Regional Council Staff

Informal meetings were conducted with the Regional Sport and Recreation Coordinator (the Project Manager) and the Manager of Community Development at the outset of the project and concentrated on the intentions of the Council, the prevailing attitudes towards trails development, the role of trails within the local communities, and importantly some local insight into the availability of, and scope for, trails within the Maranoa Regional Council area. The meetings also discussed the attractions of the region that a trail network could highlight and the ‘target market’ for the trails network. It emerged from these discussions that visitors to the region were a target (particularly certain groups of visitors) and there was a strong desire to see trail development service each of the major towns in the council area. Discussions also covered previous considerations of particular trails in the region including some themed drive trails.

2.3 Queensland Parks and Wildlife Service

Bill Stanford provided advice on the following matters:

- Nuga Nuga National Park (though out of the Maranoa Regional Council area) has great potential. It is a RAMSAR wetland, and QPWS is proposing to develop some short walks and bird hides.
- Advised that a Great Walk is being built. It will link Mt Moffat with Carnarvon Gorge - approximately 86km.
- QPWS also proposes to develop some short walks at Lonesome and Beilba National Parks.
- Lonesome National Park currently has a picnic shelter, a viewing platform and a campground (~ 2400 campers / year).
- Lonesome National Park is easy to access as people do not need a 4WD.
- Mt Moffat has about 3500 campers / year, plus an unknown number of day visitors. Pressure needs to be diverted onto other areas.

2.4 Community Consultation

In June 2009, invitations were sent to community stakeholders inviting them to attend public meetings to discuss the trails plan. The meetings were conducted in conjunction...
with meetings for the broader Sport and Recreation Plan – consequently, participation at the meetings was drawn extensively from people with a broad interest in sport and recreation.

Five meetings were held – in Roma, Surat, Injune, Mitchell and Wallumbilla – to seek the community’s views on what trails they would like to see developed. Comments made and information gathered through this process has contributed substantially to the shaping of the draft outcomes of this study.

The consultants provided information on what the study would cover and importantly what the study would not cover – where the Trails Strategy sat on the spectrum of trail planning (as discussed in Section 1.4). The consultants talked about the types of trails and indicated that, while this project was not about ‘drive trails’, these were emerging as a key outcome of the work. The consultants emphasised that their approach to trail planning was about quality, not quantity and that attendees needed to be conscious of who would pay for trails to be built and maintained when indicating what trails they would like to see in and around their area. The consultants provided the working definition of a trail (as discussed in Section 1.6).

Meeting attendees were asked to identify the features of their area that they would like to see highlighted by trails. These features are discussed below by meeting location. Attendees also described or inscribed on maps new routes on which they would like to undertake walking, cycling and/or horse riding. The “word pictures” of new routes are included below for each location. Attendees also raised some issues with trail development – these are also recorded below.

2.4.1 Roma Community Meeting - 9th June 2009

Following a presentation by the consultant to the Roma community, members of the audience raised the following matters:

- There is interest in the development of mountain biking opportunities, perhaps in State forest areas. Sand (as long as it is compacted) is OK.
- Stock Routes provide good opportunities, as long as 4WD’s haven’t used them in the wet and left ruts.
- There are safety issues for cyclists and triathletes in Roma.
- Blurred definition between sport and recreation (particularly in cycling and triathlons).
- Need for connecting paths from residential areas to parks/paths.
- The development of a website for trails across the Council area is needed.
- Adungadoo Pathway should be extended.
- A ‘Greater Roma’ circuit trail has previously been proposed - to help guide development of paths from pathway plan.
- Lake Neverfill and Campbell’s Park have some potential for trails. The area is evidently run down.
- Grass Tree Drive, on Grafton Tce, perhaps should be included on a trail.
- Avenue of Heroes could be included as a trail, or included in the existing heritage trail in Roma.
2.4.2 Surat Community Meeting - 9th June 2009

Following a presentation by the consultant to the Surat community, members of the audience raised the following matters:

Attractions
- The river and the weir
- The Aboriginal shanty and interpretive shelter (different locations)
- The Museum/Art Gallery
- The old buildings – the theatre
- The cemetery
- Mile Park (outside Roma Council area)
- The water lilies along the Old Coach Road (though there is no signage once you get near the site)
- The Old Coach Road (Yuleba-Surat-St George)
- Fishing
- Various camping areas within the region
- Green Timbers reserve

New trails
- The key new element that people were looking for was somewhere off-road for children to ride their bikes (as there are no/limited footpaths in town).
- A link around the outside of town was suggested incorporating the Aboriginal Interpretive shelter, the airport and the cemetery. This is a circuit that is used now by a few people for exercise (both formal and informal).
- A possible link back to the four Peace Poles at the Duck Pond on the edge of town was discussed.
- Use of public reserves such as the racecourse was identified as a new resource.
- An in-town heritage trail was seen to be a good idea.

2.4.3 Injune Community Meeting - 10th June 2009

Following a presentation by the consultant to the Injune community, members of the audience raised the following matters:

- Trails are important for the well being of the community.
- Injune has a very supportive community – everyone knows everyone, and help each other. They embrace the sporting lifestyle.
- There is a Cultural Heritage Injune Preservation Society.
- The existing Lagoon Walk in Injune is well used by people camping overnight in the caravan park.
- An old in-town heritage trail exists – though is not well known even by local people.
- Upgrading of the Lagoon Walk supported – there is a need for a connection into town (to the Visitors Centre).
- The community is supportive of an in-town heritage trail. Attendees were familiar with Roma interpretive panels. There are in Injune numerous historical sites; even local people have little knowledge about some of the old buildings.
Stock routes are a great resource – can they be utilised more? Perhaps 4WD routes. A comment that SR’s in Injune area are more difficult than those down in the flatter areas near Roma/Surat.

Suggestion for circular trail around Injune – through bushland area – a big loop, around cemetery, and around back of racecourse.

Local drive trails are supported – there are lots of sites with considerable history: bushrangers, murders, saw mills, mine sites. Previous effort to develop a local drive trail failed due to lack of consultation.

People come into Visitors Centre and ask what they can do and where they can go.

A “Rail Trail” on the disused railway between Injune and Gunnewin is a possibility. Formation appears to be in road reserve so there are no obvious land tenure issues. Issues are the potentially dangerous mining areas that the railway passes, and the numerous missing bridges at creek crossings.

2.4.4 Mitchell Community Meeting - 10th June 2009

Following a presentation by the consultant to the Mitchell community, members of the audience raised the following matters:

Mitchell has lots of good stories around the town that could be told on a trail. The question was asked – how do you preserve these stories and get them told. People love to tell the stories – how can they be captured.

The existing River Walk was identified as a major attraction for the town. One person indicated that it had been an interpreted trail at some point previously.

More could be made of Major Mitchell’s expedition in the area.

Mitchell has plenty of ‘green space’.

The town and its streetscape are very attractive – more could be made of this feature.

Lots of residents walk in the town, but surfacing is an issue which limits the capacity of people with strollers in particular. Children riding safely to school were raised in context as well.

People are looking for circuits rather than ‘out and back’ trails.

There was discussion about providing trails for locals versus providing trails for tourists – how do you pitch (sell) the trails, how do you deliver the trails – recognising that these two groups may have different requirements.

Mungallala was a Cobb and Co changing station while Amby was a rail town – both themes could be further developed.

Any trails should link to other material available at libraries (including available audio histories), Visitor Information Centres and the new museum.

There was discussion about providing ‘hop on’ and ‘hop off’ points for all trails and providing easy access points as part of road improvements.

Dogs on any trail were raised as a potential issue.

2.4.5 Wallumbilla/Yuleba Community Meeting - 12th June 2009

Following a presentation by the consultant to the Wallumbilla and Yuleba communities, members of the audience raised the following matters:
**Attractions**

- Calico Cottage – some anecdotal evidence of visitors spending dollars in the Calico Cottage and elsewhere in town.
- Town Park
- Federal Hotel
- Native wells on the Old Coach Road (Yuleba-Surat-St George)
- The town has a strong heritage. Linking heritage sites is a good idea – sites includes the old iceworks, where the old pub burnt down, the original non-indigenous settlers (much of this is represented in the Calico Cottage complex), Steve Hart’s ‘old territory’, train crash of 1956.
- The local heritage information is in people’s heads but has yet to be documented.
- A number of the old one teacher schools have plaques in place on-site; these have been documented.

**New trails**

- #1 priority from meeting – develop a link from showground to Calico Cottage and rest of town. There is a desperate need for this and it assists both locals and visitors.
- Most people (locals and visitors) are walking at 6.30 in the morning. They are walking on-road as there is nowhere else to walk.
- There is also nowhere to ride bikes.
- A trail along the creek was suggested – it might flood from time to time but it presents an opportunity as it is publicly owned and could be used by visitors and for bird watching. Crossing the highway is an obstacle but it could be crossed under the bridge. There is undergrowth that could be cleared.

**2.5 Active Roma**

Representatives of the Active Roma group provided the following information:

- Overall vision is to link major walking areas/generators of town to the Adungadoo Pathway. Generators include schools, aged people’s homes.
- Major report (Project Briefing report) covers the vision.
- Construction of Adungadoo Pathway began at end of 2005 and was opened in mid 2006. Many local people still don’t know it is there.
- Signage is an issue – people don’t know about the Pathway.
- Road crossings (particularly Charles St) – signage and safety are issues.
- Population profile – higher proportion of 5-14 years than the State average, but 14-24 yr olds leaving. Number of new graduates and rig workers in town.
- #1 priority for the group – finishing all that was proposed for Stage 1 of the Adungadoo Pathway (as proposed in the Project Briefing report).
Project funded to date by a combination of Sport and Recreation Qld major Facilities Program, CDEP funding (shelters) and a small Qld Health Population program fund (Outback and Involved).

Pathway and name is of significant to local indigenous people but no one knows what the name means (not in the brochure).

Extensions of the Adungadoo along the Long Drain are recommended.

2.6 Maranoa Regional Council Trail User Survey

A survey of trail users within the Maranoa Regional Council was undertaken. The survey form was sent to a number of interest groups within the Council area and handed out at the public meetings.

21 responses were received; not all by existing trail users. The survey indicated strong support for new trails. Key results are as follows:

- The majority of respondents (56%) walked along the existing trails. This is consistent with survey data from across Australia.
- Cycling is also popular (22%)
- The river walks in Mitchell and Surat were relatively popular.
- The majority of users used existing trails once or twice a week.
- Fitness and health was the main motivator of use (33%).
- Exercising a dog (22%) and enjoying natural surroundings (19%) also ranked highly
- More respondents (62%) were unsatisfied with existing trail provision.
- Respondents were almost evenly split between being satisfied and being unsatisfied with existing trail conditions.

Respondents suggested a number of new trails and trail improvements. These informed consideration of the priority trail projects. Many of the suggested improvements need to be picked up as part of detailed trail development planning.

More detailed results are included in this Trails Strategy as an appendix (Appendix 2).

2.7 Public comments on draft report

The draft Trails Strategy was placed on public display for two weeks at the beginning of November 2009. The following is a summary of comments received and the consultants’ responses.

<table>
<thead>
<tr>
<th>Comment</th>
<th>Consultants’ response</th>
<th>Changes to report</th>
</tr>
</thead>
<tbody>
<tr>
<td>There should be a trail loop that extends to Charles St South, Baker Finch, Fairway Drive, Corfe Road and Tiffin Street.</td>
<td>This is really part of the urban footpath network as it uses a number of streets without an obvious destination. A trail was investigated on the southern and western sides of Roma using some of these roads and stock routes but it</td>
<td>No change to report.</td>
</tr>
</tbody>
</table>
was found to be very unappealing with little of merit other than one or two small stretches along creek lines.

### Plan 6 – Mitchell Heritage Walk

| Concerns regarding real danger and nuisance caused by dogs in the town area. This may hinder track use by locals. | Dogs could be prohibited from the trail; however there is evidence that dog walking is a positive activity in terms of people’s health. The trail (or sections of it – along the river for example) could be declared as a ‘dogs on lead only’ trail. The issue with either of these decisions is the policing of this policy. This is a decision for the Council to make based on the community views – as a trail management issue, it may be best pursued in the detailed trail planning phase, though it is still ultimately a decision for Council based on community input and resourcing implications (i.e. enforcement capacity) | No change to report. |

| All sections of the trail should be concrete and 2 lanes wide. Unstable walking surface is a big problem for people with prams, cyclists, and the aged. | The existing River Walk is a natural surface and it was judged that this was satisfactory; the works lists allows for some earthworks and levelling of difficult sections. It is acknowledged that sealing the surface would make it potentially more attractive to a wider range of people but this would come at a considerable cost (a sealed surface costs around $180/lineal metre for a 2.5 m wide trail whereas a natural surface of the same dimensions is around $20/lineal metre). This project is a ‘design and | Amendment made to trail description to allow for the possibility of a hardened surface to be considered in detailed trail planning work. No changes made to maps or works lists or costs. |
develop’ project, meaning that Council can determine prior to undertaking detailed trail planning that the trail should be sealed.

| The section of this trail from the bridge to the end of Eton Street should be closer to the river. When you walk and can’t see the river, but know it’s there, it is very disappointing – it’s like the walk is not all it could be. | This is acknowledged – the decision made in the Trails Master Plan was to build on what was already in place i.e. the trail route as it currently stands. This project is a ‘design and develop’ project; detailed trail planning (the next logical phase of work) should give detailed consideration to siting the trail closer to the river taking into account factors such as potential flood damage, topography, and surfacing (a sealed trail ‘going under’ at time of flood may be less likely to sustain significant damage than a natural trail). | Amendment made to trail description to allow for the possibility of a realigned trail route to be considered in detailed trail planning work. No changes made to maps or works lists or costs. |

**Plan 7 – Weir Walk (Mitchell)**

| All sections of the trail should be concrete and 2 lanes wide. Unstable walking surfaces is a big problem for people with prams, cyclists, and the elderly | The comments above apply; in addition, this is a more natural area and a sealed path may be out of character with the environment. A good quality well built natural surface trail in this location would address many of these concerns without detracting from the ‘naturalness’ of the landscape. | No changes made to report – the trail should be developed as a natural surface. |

| Locals want a safe loop – this trail does not meet this need because it is not a loop. The 2 proposed trails should be linked - the River Road section of the existing River Walk (which the draft report recommends be abandoned) could be included in this trail and the section of the Heritage Walk be continued | This was investigated during fieldwork. The consultants were keen to develop a loop trail if at all possible – as the submission noted, this makes the trail experience more interesting. However, it was determined that the creation of any loop trail did not provide a high quality trail experience. The River Road | No changes made to report. |
down Alice Street so that the 2 trails are linked. There are many campers at the Weir who walk into town for supplies, and a formal trail would encourage this.

section was highly unattractive (as indicated in discussion of this trail in Section 8) and there was little of significance and interest on other potential links. The submission indicates that campers currently walk into town to get supplies – this can still happen without the creation of a dedicated trail. This is particularly important when trail resources are limited – there are simply other higher trail priorities in the Council area.
SECTION 3: MARANOA REGIONAL COUNCIL TRAIL SUPPLY ANALYSIS

3.1 Overview

The Maranoa Regional Council already has a small supply of trails and pathways, mostly in/near urban areas, such as the Adungadoo Pathway in Roma, the Hospital Hill Walk in Roma, the Roma Historic Walk, Mitchell’s Maranoa River Walk, Surat’s River Walk, the Lagoon Walk in Injune and a number of trails in natural areas of the Council such as Mt Moffat.

Most of the existing walk trails are scattered throughout the Maranoa Regional Council area, with little or no promotion of some of them. It is likely that most residents of the Maranoa Regional Council would be unaware of the existence of some of these trail and pathway opportunities and therefore the level of use is probably low (certainly a lot lower than it could be if they were well promoted). In fact, anecdotal evidence suggests that many residents of Roma have no knowledge of the Adungadoo Pathway – despite its high appeal and scenic location.

It is evident that local residents do walk and ride mountain bikes (or ride horses) in bushland areas, though these ‘informal’ trails are not recognised in the table below.

Only trails that are regarded as being ‘recognised’ are included in the table that follows. ‘Recognised’ means that the trail has some or all of the following characteristics:

- Recognised by the land manager (eg. Maranoa Regional Council, Queensland Parks and Wildlife Service, etc);
- Signposting (trail directional markers; trailhead signage; interpretive signage); and
- Mapping (such as a map contained within a trail brochure).

3.2 Inventory of Existing (Recognised) Trails

The list of existing trails is based on information from a number of sources:

- Information supplied by various stakeholders;
- Information brochures, trail maps and books;
- Trails observed during field work;
- Information provided by members of the community; and
- Input from Maranoa Regional Council staff.

The Roma Bush Gardens trail is extremely popular with local people. A number of enhancements, and completion of the paths and boardwalk, are strongly recommended.
Table 3.2.1 – Existing Trails – Maranoa Regional Council

<table>
<thead>
<tr>
<th>Trail Name</th>
<th>Location</th>
<th>User group</th>
<th>Land tenure</th>
<th>Trail Manager</th>
<th>Comments (brochure, interpretation, etc)</th>
<th>Condition (standard of construction, level of maintenance)</th>
<th>Length</th>
<th>Difficulty (grades, etc)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adungadoo Pathway</td>
<td>Along Bungil Creek and the “Long Drain” in Roma (from the Big Rig to Apex Park)</td>
<td>Walkers and cyclists</td>
<td>Public open space (though some sections along road reserves)</td>
<td>Maranoa Regional Council</td>
<td>Separate (poorly produced) brochure. Also included in “Walks of Roma” booklet. Several (old) interpretive panels along pathway. New picnic shelters and new interpretive panels. Trail directional signposting at several locations. Improved Trailhead and promotional signage required (especially at Big Rig). Information about pathway occurs in 2 brochures. Improved mapping warranted. Land tenure will need resolution prior to any extensions to pathway.</td>
<td>Concrete path is well constructed and in excellent condition – approximately 2.4m wide. Path travels through well maintained parklands and gardens, with ample trailside facilities (such as seats, picnic shelters, and parking).</td>
<td>2.1km</td>
<td>Mostly flat. Some gentle inclines. Path includes some on-road sections (i.e. “missing links”).</td>
</tr>
<tr>
<td>Roma Historic Walk</td>
<td>City Centre streets of Roma</td>
<td>Walkers</td>
<td>Road reserves</td>
<td>Maranoa Regional Council</td>
<td>Separate (good quality) brochure. Also included in &quot;Walks of Roma&quot; booklet. 25 historic sites of Roma are included in the brochure. Interpretive panels are located at each site. Trail brochure is widely available.</td>
<td>Footpaths are well maintained. Interpretive panels are showing signs of deterioration.</td>
<td>3.5km</td>
<td>Flat. Easy. Uses existing footpaths.</td>
</tr>
</tbody>
</table>

Mike Halliburton Associates and Transplan Pty Ltd
<table>
<thead>
<tr>
<th>Trail Name</th>
<th>Location Description</th>
<th>Trail Type</th>
<th>Main Features</th>
<th>Notes</th>
<th>Access/Difficulty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roma’s Historical Hospital Hill Walk</td>
<td>1.2km west of town centre at “Hospital Hill”. “Trailhead” on Whip Street, Roma.</td>
<td>Walkers, Road reserves and open space</td>
<td>Maranoa Regional Council Separate brochure. Also included in “Walks of Roma” booklet. 12 historic sites associated with Roma’s oil and gas history. Interpretive panels at each site, all relating to oil and gas industry. Trail brochure indicates sites. Trailhead information is comprehensive.</td>
<td>Trailhead in good condition. Some new paths have recently been constructed. Directional signposting is poor.</td>
<td>Not stated on brochure, but is approx. 1.5km long. Moderately flat. Easy. Uses mostly existing footpaths. Crosses Dean O’Day Oval.</td>
</tr>
<tr>
<td>Roma Bush Gardens</td>
<td>Railway Dam, Mayne Street, Roma. (possibly cyclists)</td>
<td>Walkers, Open space reserve</td>
<td>Maranoa Regional Council No separate brochure. Included in “Walks of Roma” booklet. No on-site interpretive signage. Interpretation included in booklet.</td>
<td>Narrow concrete paths for most of trail. Some missing lengths of path and a significant missing length of boardwalks. Connections to nearby residential areas planned but not constructed.</td>
<td>Not stated on brochure, but main circuit is approx. 1.0km long. Moderately flat. Easy. Uses mostly existing paths.</td>
</tr>
<tr>
<td>River Walk (Mitchell)</td>
<td>Along Maranoa River between Warrego Hwy bridge and Neil Turner Weir, and between Rotary Park and Fisherman’s Rest.</td>
<td>Walkers, Open space along river, and road reserves</td>
<td>Maranoa Regional Council No separate brochure. Shown on map in “Mitchell – gateway to the outback” booklet. No on-site interpretive signage. Murals underneath bridge on Warrego Hwy.</td>
<td>Trail utilises mown/slashed grassland beside river, as well as road reserves and vehicle tracks. Directional signposting is poor.</td>
<td>4.2km (Highway to Rotary Park); 2.8km from Rotary Park to Fisherman’s Rest. Moderately flat. Easy walking.</td>
</tr>
<tr>
<td>No.</td>
<td>Trail Name</td>
<td>Start Point</td>
<td>Activity</td>
<td>Distance</td>
<td>Surface</td>
</tr>
<tr>
<td>-----</td>
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</tr>
<tr>
<td>6</td>
<td>River Walk (Surat)</td>
<td>Balonne River trailhead at Marcus St to Surat Weir trailhead.</td>
<td>Walkers and cyclists (on concrete section)</td>
<td>Open space along river</td>
<td>High quality concrete path. Numerous fitness facilities, picnic tables and shelters along pathway. Major trailhead at eastern end. Opportunity for continuation of pathway to bridge over river, and to trailhead near weir.</td>
</tr>
<tr>
<td>7</td>
<td>Lagoon Walk (Injune)</td>
<td>Injune Lagoon</td>
<td>Walkers</td>
<td>Open space around 'lagoon'</td>
<td>1.8m wide bitumen path around lagoon. No signposting. No interpretation. One picnic table. Appears well maintained. Grassland alongside path has been mowed.</td>
</tr>
<tr>
<td>8</td>
<td>Mt Moffat</td>
<td>Carnarvon National Park</td>
<td>Walkers</td>
<td>Various locations within the National Park</td>
<td>Trails not assessed (as outside jurisdiction of Maranoa Regional Council). Various walk trails within the National Park, including a 5.8km circuit walk (to sites such as The Looking Glass, The Chimneys and The Tombs Rock Art Site).</td>
</tr>
</tbody>
</table>
3.3 **Condition of Existing Trails**

Trails vary in condition, depending on the level of maintenance they receive, the amount of use they get, the environment in which they are located, the prevailing climatic conditions and a host of other reasons.

Some of the trails of the Maranoa Regional Council were constructed some years ago and are showing signs of deterioration (for example, the River Walk in Mitchell). On the other hand, some are relatively new and enjoying considerable usage – by local people (such as the Adungadoo Pathway in Roma, the Roma Bush Gardens Path and the Surat River Walk). Regardless of their age and use, all trails and paths require maintenance and continual upgrading to make them more appealing.

Directional signage that conforms to Australian Standards is commonly lacking on trails. Trailhead signage (with mapping of the trail route) would benefit all trail users. This signage should indicate length of trail, duration (at a moderate pace), difficulty level, points of interest along the trail route, local access points and connections to nearby residential areas, a ‘code of conduct’ for permitted user groups, safety information, etc. Interpretive signage is often missing from a trail. Interpretation enriches the user’s experience.

Attention to trail surfaces, structures (including steps and water bars to prevent erosion) and trailside furniture should be an integral component of an upgrading program. Removal of overhanging and side vegetation (and weeds) should also be regularly undertaken.

Finally, all trails should have information readily available – and a trail brochure is an easy and cheap means of providing information.

3.4 **Trails Network Strengths and Opportunities**

From the information obtained and the list of trails currently existing in the Maranoa Regional Council, some conclusions can be drawn:

- Compared with many other local governments throughout Australia, the Maranoa Regional Council does not have many trails and does not have an abundance of opportunities for the development of trails.
- There are several walk trails (sealed pathways) available, of varying quality, in towns in the region, though no ‘formal’ mountain biking and horse riding trails.
- Short pathways (around 1.0km) dominate.
- The Carnarvon National Park does provide walk trails in natural areas, though the various parts of the National Park are fairly remote from most towns in the Regional Council.
- It does have an array of heritage buildings and heritage sites in the main towns (Roma, Mitchell, Surat and Injune) and throughout the Regional Council. These heritage sites provide opportunities for in-town heritage (walk) trails and heritage drive trails throughout the region (centred on the towns).
- The Regional Council has a rich exploration, settlement and farming history and therefore numerous historic sites capable of forming the foundation of a number of heritage drive trails. The region has a rich indigenous history, as well as more recent European history – enabling many stories to be told.
There is a general lack of available information about the trails and pathways. The lack of information about the existence of these trails and pathways would obviously result in lower usage levels.

The availability of interpretation on the trails varies. The Roma Historic Walk and Hospital Hill Walk have numerous on-site interpretive panels. The Adungadoo Pathway does have several interpretive panels. Other trails and pathways have limited or no interpretive signage.

### 3.5 Recommended Future Trails

As part of the preparation of this Trails Strategy, a wide range of possible / potential trail projects were evaluated. The process included a review of:

- existing trails in the Maranoa Regional Council area, and elsewhere in the region – including neighbouring local governments (i.e. trail supply).
- visitor expectations and local needs (i.e. demand for trails). Local demand was partly established through questions asked in the Maranoa Regional Council Trail User Survey, and through comment provided by those attending the community meetings held during the preparation of the plan. Local demand was also gauged through input provided randomly by the community through emails and phone calls, etc.
- population characteristics, trends and projections.
- successful trail projects elsewhere in Queensland, Australia and the rest of the world.

In the course of investigating potential trails in the Maranoa Regional Council an inspection was made of the potential for in-town Heritage Walk Trails, trails along the various rivers, the potential for trails in the National Parks, Council reserves and natural areas, and the State Forests.

Given that it is preferable to have a small set of quality trails, rather than a large quantity of trails of poor quality, the set of recommended new trails is reasonably short (given the number there could potentially be).

There are several locations with the Maranoa Regional Council that would provide good sites for new trails. Additionally, the recommended trail ‘projects’ (as set out later in this Trails Strategy) contains tasks that are more to do with upgrading, extending and promoting the existing trails, rather than new trail construction.

### 3.6 Mapping Existing & Future Trails

The accompanying plans illustrate the range of existing and proposed non-motorised trails:

- **Plan 1:** Adungadoo Pathway
- **Plan 2:** Roma Circuit
- **Plan 3:** Roma Bush Gardens
- **Plan 4:** Lake Neverfill
- **Plan 5:** Roma Town Heritage Walk
- **Plan 6:** Mitchell Heritage Walk
- **Plan 7:** Weir Walk (Mitchell)
- **Plan 8:** Surat Heritage Trail
- **Plan 9:** Injune Heritage Trail
- **Plan 10:** Injune Loop Trail
- **Plan 11:** Yuleba
- **Plan 12:** Judds Lagoon
- **Plan 13:** Wallumbilla Pathway
SECTION 4: LINKS BETWEEN TRAILS – DRIVE TRAILS

4.1 Drive Trails and Heritage Tourism

Tourist ‘drive trails’ are now being recognised as an excellent means of addressing the needs of remote and rural communities. They can generate significantly increased visitor flows (with consequent economic and business stimulation outcomes) and can serve a strong role in managing appropriate access to natural places, thereby reducing environmental impacts accruing from increased visitor numbers.

Drive trails are also a key initiative in developing heritage and cultural tourism. Interpretation is critical on drive trails – in turning the appeal of cultural history into increased visitor numbers. The recently developed “The Long Paddock” drive trail in outback NSW (between Moama and Wilcannia) is an excellent example of a project focussing on the history of a region. In Western Australia, two other projects are the Golden Pipeline Heritage Trail and the Golden Quest Discovery Trail. These trails, heavily interpreted – on site, through CDs, and “coffee table” publications - focus on the social history of the development of parts of Western Australia. For example, the Golden Pipeline Trail has many stories to tell, from the tragic tale of CY O’Connor, the designer of the pipeline, to glimpses of what life was like "on the line" for workers and their families. These trails, in particular the Golden Pipeline Trail, provide an example of the very high quality promotion that can be developed as part of drive trail packages.

Queensland has a number of heritage drive trails, criss-crossing the state. Many of these relate to historic mining areas of the state. A number of touring routes have also been designated, taking users across many hundreds of kilometres, sometimes thousands of kilometres. Most of these major drive trails focus on significant sites – of a state or national importance. What is missing from this suite of drive trail opportunities are local drive trails – that take visitors to a number of locally historic sites in the hinterland of small towns.

Common features of these drive trails include:

- Well defined parking areas;
- Developed picnic sites, incorporating picnic tables and seats, interpretive panels, possibly a short walk trail;
- Directional signposting; and
- Usually a guide book or map.

One of the main reasons why drive trails are developed is to focus attention on a region, or a particular facet of the region (eg. mining, pastoralism, woodlands, etc), an historical event or to commemorate a major achievement in the discovery or development of an area (eg. water supply, exploration, etc).
For the Maranoa Regional Council area, the fascinating and diverse history of the region provides a wonderful opportunity to focus attention on the many elements that put the area on the map. There are numerous matters that can be interpreted, and a drive trail can be the vehicle that enables the funds to be obtained to ‘keep alive’ the history of the region. The range of potential subjects for interpretation on a drive trail (or series of local drive trails) in the Maranoa Regional Council area includes:

- Aboriginal history
- Early exploration and explorers (eg. Sir Thomas Mitchell; Ludwig Leichhardt; Alan MacPherson)
- Pioneers of settlement
- Droving (and the myriad of stock routes)
- Cobb and Co and corduroy roads
- Natural history
- Mining and mineral exploration
- Gas exploration

Some common issues that will help to better understand the drive market are as follows:

- People on touring holidays drive because they like the ‘sense of journey and discovery’, ‘flexibility’, ‘meeting locals and other travellers’, and ‘spending time together’;
- Planning most drive holidays starts before they leave home where around 60% of decisions are made, and this planning continues using maps, brochures, signage and information centres; and
- The majority of longer touring holidays (over three nights) are taken by older middle-income couples who are 50+, with no children.

### 4.2 Benefits of a Drive Trail

A tourism drive trail can provide the following benefits:

- Provide an avenue for better co-operation between private and public stakeholders along the route;
- Group attractions to create a critical mass of product in the mind of the consumer;
- Create better awareness of the attractions and experiences along a stretch of road – provided communication with the target market is effective; and
- Improve the experience along a road making the best path easier to find, thereby improving the chances of encouraging visitors to travel off the main road, to make more frequent stops, and increase their spending.

During recent years there has been a dramatic increase in the number of tourism drive routes. Some have been successful, however, others have failed to provide the experiences sought by the drive market and have simply been a waste of resources. These failures have primarily been caused by one or more of the following reasons:

- Routes developed for political reasons without regard for the product and the market;
o Lack of effective planning;
 o Limited products/experiences along the route;
 o Lack of commitment to such issues as signage maintenance and ongoing product/experience quality monitoring and marketing;
 o The absence of a dedicated ongoing management committee for the route; and
 o A vision for the future.

Some questions that the Maranoa Regional Council will need to ask are:
 o What is the target market?;
 o Is a tourism drive route the best action to take?;
 o What type route will be developed?; and
 o Who will be the project partners?

4.3 The Need for a Drive Trail Plan

The following information needs to be included in a Drive Trail Plan:
 o A clearly defined and substantiated target market that can and wants to travel on the route and supporting research;
 o A map of the route to show it does not clash with other routes;
 o A marketing plan;
 o A trail development plan including signage if required;
 o An established committee or group of partners working together (i.e. a ‘trail association’); and
 o An ongoing commitment to the marketing and infrastructure development of the route.

4.4 Developing the Drive Trail Route(s)

Touring routes are not designed to be destinations in their own right. Rather, they create product and experience options that travellers can mix and match within their overall planned itinerary.

The primary objectives of tourism route development are to:
 o Provide a traveller with a reason to travel your route and with a better experience;
 o Assist in trip planning;
 o Highlight attractions both along and off the main routes;
 o Encourage dispersal of visitors within the region; and
 o Foster alliances and partnerships for further product development and for a co-ordinated marketing effort.

For travellers unfamiliar with the region or area, a tourism route takes much of the guesswork out of ‘driving into the unknown’. Visitors deciding to travel a touring route expect that it will be clearly marked and encapsulate a range of interesting features and experiences that will justify taking that route.
Touring route development must therefore be well planned, resourced, maintained and marketed if the above objectives are to be achieved.

A successful tourism drive route has:

- Industry as the driver, with public and private sector involvement;
- Unique drive experiences and attractions distinctive to the route, OR
- A corridor that provides a mix of product suited to the consumer’s needs and creates a competitive advantage for the region. e.g. landscapes, heritage features, sea/mountain/outback vistas;
- A safe and efficient road network;
- Clear directional and tourist signage (not necessarily signage specific to the route);
- Adequate service infrastructure including rest areas, driver-reviver stops, scenic lookouts, camping areas, etc.;
- Efficient user-friendly information networks underpinned by information centres and community services;
- Towns and visitor services linked and packaged for the convenience of the drive market;
- A well-managed and committed network with shareholder co-operation and consensus; and
- An ongoing plan for management for the route.

4.5 Planning the Routes

Planning the routes must be undertaken in a systematic way and will take considerable time.

The variety, standard and location of rest areas (i.e. ‘sites’), lookouts, feature walks and other facilities are important to tourist experience and comfort. Touring is enhanced by the provision of appropriate infrastructure, such as picnic areas, lookouts, tourist information bays and toilet facilities. A comprehensive audit of products, experiences and support facilities will need to be conducted along the proposed route and must include:

- Feature stops e.g. attractions, lookouts, nature and other walks, cultural and heritage product, places providing opportunity to appreciate scenery and other features of interest, and potential locations for tourist information bays.
- Rest areas e.g. toilets, running water, seating and shaded areas providing drivers with an opportunity to stop, rest and refresh; and
- Picnic facilities e.g. barbecues, picnic areas and play equipment for children

4.5 The Potential in Maranoa Regional Council

The research and investigations carried out in the preparation of this Trails Strategy reveal that several mini-drive trails in the hinterland of the Maranoa Regional Council are feasible and justified, given the wealth of heritage (both natural and built) that exist in the towns and throughout the area.

Furthermore, given the Maranoa Regional Council’s rich and colourful history, its importance in the oil, gas and mining history, the obvious cattle droving history (and
the myriad of stock routes), its agricultural industries, and its popularity already with ‘grey nomads’ and other tourists travelling through the region, the development of additional attractions in Maranoa Regional Council will serve to attract and keep tourists longer.

This Trails Strategy has concluded that several short drive trails, linking existing and proposed trails and other attractions and heritage sites of the Council, can be designed to deliver significant economic and social benefits to the communities of the Maranoa Regional Council – as well as delivering additional tourist attractions for visitors.

It is recommended that the Maranoa Regional Council proceed with the plan to put in place at least 4 mini drive trails, thereby showcasing what the Council area has to offer in the way of built and natural heritage, especially the rich and diverse agricultural and mining history.

If properly and thoroughly planned, the drive trails will cater for the majority of visitors – with each (of the 4) recommended drive trails being a quality 1/2 day experience. Some visitors may undertake only one of these trails; others will enjoy all four.

If motorists chose to stop at each of the designated sites along each drive trail, read the interpretation which should be provided, and experience each walk trail (when developed), visitors could easily fill in two or even three days with interesting activities, thereby keeping visitors in the towns and in the region longer.

The drive trails, when completed, will enable visitors to the Maranoa Regional Council to discover the natural and human history of the region. The project should also focus on the natural environment.
The proposed drive trails are the perfect ‘vehicle’ for delivering interpretation of the many facets of life and industry in the region. Each of the stopping places along each drive trail route should have an interpretive panel, and all panels should include information relevant to, and consistent with, an overall theme.

Throughout the Maranoa Regional Council are numerous heritage sites – including former school sites, historic homesteads, old houses, buildings and sheds, historic bridges, old mines, abandoned railways and railway towns, rural halls (such as Eumamurrin Hall) and various agricultural land uses.

The task then will be to select the best of what the Maranoa Regional Council has to offer visitors. Additionally, it has been an objective to try and keep the drive trails within the Maranoa Regional Council as much as possible, rather than venturing too far into adjoining local government areas.
SECTION 5: PROPOSED TRAILS AND COSTS

5.1 Review of Key Outcomes

As set out earlier, the Brief for this Trails Strategy sought a number of outcomes, including:

- An inventory of existing non-motorised recreation trails;
- Identification of future trail opportunities (in particular, regional links); and
- Determination of a costed, prioritised and staged series of trails.

5.2 Assessment Criteria

The key elements considered in the determination of trail opportunities were:

- Trail demand - the majority of users are seeking short trail opportunities (as discussed earlier). Though they are very difficult to quantify, the health benefits to be gained by increasing the propensity of local people to exercise and get fit on local trails and pathways should not be underestimated as part of the demand consideration.
- Community and Project Management Committee input.
- Value for money (recognising that there will be limited budget). Trail projects should look to provide value for money and a good return on the investment made by the Council and other land managers. Several high quality, well built, well maintained and well promoted trails highlighting the best features of the Maranoa Regional Council is preferable to a large number of poor quality trails badly constructed and not maintained. Where appropriate, trail projects should build on existing trails, and broader recreation and other community facility investments.
- Opportunity for linkages with other trails, tourism precincts, and promotions within the Regional Council area.
- Practicalities of trail development – costs, land tenure and access, environmental issues, cultural issues, funding possibilities, possible (on-going) community support and the possibility of opposition, and the safety of users.
- User experience. Trails have to provide a high quality user experience or else people will not use them or will not come back – word of mouth is a much stronger advocacy tool than marketing strategies. The trail projects need to ensure a high-level user experience.
- Key background documents and already adopted strategies of the Maranoa Regional Council.

Assessment of each of the candidate trails was done in a broad sense against all these criteria, rather than assessing each trail against each individual criteria. Combined with the field assessment, consideration of these elements allows the determination of trail projects.
5.3 **The Proposed Trail Projects**

Following a review of all existing trails and potential trail projects in the Maranoa Regional Council, the following list summarises the set of new trails (upgraded trails or trail projects) being proposed in this Trails Strategy:

**Roma Trails Program:**
- Adungadoo Pathway Extensions Project (Project a)
- Roma Circuit Trail Design Project (Project b)
- Roma Bush Gardens Enhancements Project (Project c)
- Lake Neverfill Trail Design and Development Project (Project d)
- Roma Historic Walk Design and Development Project (Project e)

**Mitchell:**
- Mitchell Heritage Walk Design and Development Project (Project f)
- Weir Walk Enhancements Project (Project g)

**Surat:**
- Surat Heritage Trail Design and Development Project (Project h)

**Injune:**
- Injune Lagoon Walk enhancements Project (Project i)
- Injune Heritage Trail Design and Development Project (Project j)
- Injune Loop Trail Design and Development Project (Project k)

**Wallumbilla:**
- Wallumbilla Pathway development Project (Project l)

**Yuleba:**
- Yuleba Passport Project (Project m)
- Judds Lagoon Trail Design and Development Project (Project n)

In addition to the upgrading/extensions/enhancements of several existing trails and development of several proposed new trails, two other significant trail-related projects are recommended:
- Drive Trails Project (Project o)
- Trails marketing program (Project p)

5.4 **The Trail Projects in Detail**

A number of projects present themselves as capable of matching the outcomes sought by the Maranoa Regional Council, and making the most of the opportunities that are available in the Maranoa Regional Council. These projects build on known success-stories (well-packaged short walks), seize opportunities (heritage) and offer outcomes for both locals and visitors to the region.
The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

The following projects have been identified as much needed in the community by residents and are not listed in any particular order. The prioritisation of the trails will be determined each year by staff and will be dependent on available resources, funding opportunities and how they link with other Council projects eg. townscape strategies. It should be noted that it would be possible to develop more than one trail at any given point in time due to the variance in requirements and implementation.

Project a) – Adungadoo Pathway Extensions Project

This project involves extensions to the existing Adungadoo Pathway.

The Adungadoo Pathway is 2.1 km long, starting at the Big Rig in the east (adjacent to the Bungil Creek) and extends as far west as Apex Park (at Northern Rd). The 2.4m wide concrete pathway generally follows the Bungil Creek and the Long Drain, changing from one side to the other side via small bridges. It utilises underpasses to cross major roads.

Although the length is stated as being 2.1 km, there are some missing links – where the path route follows roads instead of the drain/creek. It is assumed that private ownership of the land along the creek has prevented the path from being completed in these sections.

A number of interpretive panels are located along the trail, including the following topics:

- The history of the project
- Roma’s China Town
- Water in Roma
- Bungil Creek

A number of improvements are suggested below which would make the Adungadoo Pathway an even more accessible and enjoyable experience.

These suggested improvements are:

- Establish a formal Trailhead at the Big Rig.
- Relocate existing (older) interpretive panels closer to the path so that all are clearly legible from the path. Alternatively (and preferably), write and install a complete new set of interpretive panels along the pathway, to complement the interpretive panels installed at the new interpretive shelter.
- Extend the path from Hawthorne Street along the creek to the north-west to connect to Quintin St/Apex Park – land ownership may be an issue.
- Use the drain ‘reserve’ north-west of Northern Rd/Carnarvon Hwy to provide an extended pathway. There may be land ownership issues. Road crossings and creek crossings are also issues.
- Install improved trail signage at parking areas such as Apex Park.
- Install trailhead signage at the north-western terminus of the pathway (public open space/drain reserve at Bond St/Miscamble St).
A number of possible extensions/additions to the pathway are possible – depending on land ownership and future development:

- Western extension of pathway between Charles St (parking area) and Wyndham St (land ownership appears not to be an issue).
- Western extension of pathway between Hawthorn St and Quintin St (land ownership is an issue).
- Pathway through Apex Park to Lovell St and then to Northern Rd.
- Bridge required over creek north of Lovell St.
- North-western extension of pathway between Northern Rd to Miscamble St/Bond St (land ownership appears not to be an issue).
- Northern extension to pathway (Lovell St to Miscamble St to Edna St), following drain parallel with Northern Road, perhaps as far as Romavilla Winery which would then link to proposed subdivision around winery. Ownership may be an issue but much of this appears to be public open space.
- Eastern extension from the Big Rig, following northern side of Bungil Creek as far as (former) squash courts. This extension would provide access to the cluster of sporting facilities either side of Warrego Hwy.

The project budget includes an allowance for:

- Fieldwork, to determine the precise alignment and construction requirements.
- Consultation with Maranoa Regional Council staff; adjoining/nearby landowners; and key Government department stakeholders.
- Preparation of basic trail development plan.
- Construction of concrete pathways.
- Construction of a trailhead parking area.
- Installation of directional markers and trailhead signage.
- Installation of trailside interpretive panels (involving research, consultation, writing, design, manufacture and installation of panels).

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

**Cost Estimates for Project a): Adungadoo Pathway Extensions Project**

<table>
<thead>
<tr>
<th>Tasks</th>
<th>Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Consultation with Council staff, adjacent landowners and other stakeholders (1 day).</td>
<td>$1,200</td>
</tr>
<tr>
<td>2. Fieldwork (trail route planning and marking path/trail route); basic trail development report (4 days).</td>
<td>$4,800</td>
</tr>
<tr>
<td>3. Construct 305 metres concrete shared path between Charles St (parking area) and Wyndham St.</td>
<td>$54,900</td>
</tr>
<tr>
<td>4. Construct 170 metres concrete shared path between Hawthorn St and Quintin St (includes small bridge over drain).</td>
<td>$35,600</td>
</tr>
<tr>
<td>5. Construct 125 metres concrete shared path through Apex Park to Lovell St and then to Northern Rd (includes small bridge over drain).</td>
<td>$27,500</td>
</tr>
</tbody>
</table>
6. Construct 420 metres concrete shared path between Northern Rd and Miscamble St/Bond St (includes small bridge over drain). $80,600

7. Construct 880 metres concrete shared path between Lovell St and Romavilla Winery. $158,400

8. Construct 640 metres concrete shared path between Big Rig and Short St (near sporting fields). $115,200

9. Installation of trailhead signage (map panel) at the Big Rig – and associated promotional signage. $2,000

10. Development of trailhead at western terminus (near Miscamble St). Could include small gravel parking area. $20,000

11. Install trailhead panel (and promotional signage) at Miscamble St end of extended trail. $2,000

12. Interpretive panels (allow for 12 panels: 600mm x 350mm).
   - Research and writing
   - Design and manufacture
   - Graphics (photos and drawings)
   - Installation $21,480

13. Allowance for warning and safety signage at road crossings. $5,000

14. Directional signage (allow for 50 posts with markers). $5,000

15. Installation of signage. $3,000

16. Project management and/or consultancy expenses $1,500

Sub-Total $538,180

Contingency allowance (10%) $53,820

Sub-Total $592,000

10% GST $59,200

Total (including GST) $651,200

Project b): Roma Circuit Trail Design Project

The idea of a circuit trail/pathway circumnavigating Roma has been around for some time. Already there is, apparently, a draft plan prepared by the Active Roma group that illustrates a conceptual alignment for a circuit trail around Roma, with various radial spurs linking residential areas with the circuit trail and other destinations throughout Roma.

The purpose of this proposed project is to undertake detailed investigations to establish whether a circumferential pathway is possible and, if so, the preferred alignment for such a pathway.

The trail/pathway would build on existing pathways (such as the Adungadoo Pathway) and take advantage of open spaces (such as Roma Bush Gardens) and linear corridors where available (including the railway reserve).
The project will involve substantial fieldwork to prepare a detailed trail development plan, in conjunction with Council staff, to determine the most appropriate path route, design configuration, construction methods, signposting and interpretive requirements.

The project budget includes an allowance for:

- Fieldwork, to determine the precise alignment and construction requirements.
- Consultation with adjoining landowners; and various stakeholders.

The budget does NOT include any allowances for

- Construction of the pathway or trail (including path surfacing, bridges/culverts, road crossings, directional markers and other signage, etc).
- Installation of trailside interpretive panels (involving research, consultation, writing, design, manufacture and installation of panels) and trailhead signage.

*The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.*

**Cost Estimates for Project b): Roma Circuit Trail Design Project**

<table>
<thead>
<tr>
<th>Tasks</th>
<th>Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Consultation with Maranoa Regional Council, Active Roma and other stakeholders (2 days)</td>
<td>$2,400</td>
</tr>
<tr>
<td>2. Fieldwork investigations (allow 5 days).</td>
<td>$6,000</td>
</tr>
<tr>
<td>3. Trail route planning; land tenure investigations; mapping; trail development report (6 days)</td>
<td>$7,200</td>
</tr>
<tr>
<td>4. Project management and/or consultancy expenses</td>
<td>$1,500</td>
</tr>
<tr>
<td>Sub-Total</td>
<td>$17,100</td>
</tr>
<tr>
<td>Contingency allowance (10%)</td>
<td>$1,710</td>
</tr>
<tr>
<td>Sub-total</td>
<td>$18,810</td>
</tr>
<tr>
<td>10% GST</td>
<td>$1,880</td>
</tr>
<tr>
<td><strong>Total (including GST)</strong></td>
<td><strong>$20,690</strong></td>
</tr>
</tbody>
</table>

**Project c): Roma Bush Gardens Enhancements Project**

The pathways and trail(s) around the Roma Bush Gardens attract numerous users, including people walking, young children learning to ride a bicycle, parents with prams and people walking dogs. Though the concrete pathway is incomplete, a circumnavigation of the former railway dam is possible by following well-used footpaths across some grassed areas.

Future plans for the area include the construction of a boardwalk across a narrow part of the dam and the completion of the concrete paths.

The existing loop pathway is approximately 1.0 km long. Future connections to nearby residential areas will lengthen the amount of sealed pathways.

No on-site interpretation yet exists, though there is a considerable amount of interpretive material in the Walks of Roma booklet.
A number of improvements are suggested below which would make the Roma Bush Gardens Walk a more accessible and enjoyable experience.

These suggested improvements are:

- Complete the missing lengths of paths and the boardwalk across the dam.
- Install interpretive panels at each of the 15 vegetation communities (for the benefit of those who discover the trail system and do not have the booklet). A panel or two on the ‘human’ history of the (railway) dam is warranted.
- Construct pathway connections to the nearby residential areas (Whip St and Feather St).

The project budget includes an allowance for:

- Construction of boardwalk.
- Construction of missing section of loop pathway.
- Construction of connecting paths to residential areas.
- Installation of trailhead signage (x2).
- Installation of trailside interpretive panels (involving research, consultation, writing, design, manufacture and installation of panels) and trailhead signage.

*The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.*

### Cost Estimates for Project c): Roma Bush Gardens Enhancements Project

<table>
<thead>
<tr>
<th>Tasks</th>
<th>Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Construction of boardwalk (80 metres).</td>
<td>$56,000</td>
</tr>
<tr>
<td>2. Construction of missing piece of loop path (60 metres) and culvert.</td>
<td>$12,000</td>
</tr>
<tr>
<td>3. Construction of connecting path to Whip St (south) (110 metres).</td>
<td>$16,500</td>
</tr>
<tr>
<td>4. Construction of connecting path to Whip St (north) (210 metres).</td>
<td>$31,500</td>
</tr>
<tr>
<td>5. Construction of connecting path to Feather St (285 metres).</td>
<td>$42,750</td>
</tr>
<tr>
<td>6. Installation of trailhead signage (x2).</td>
<td>$4,000</td>
</tr>
<tr>
<td>7. Interpretive panels (allow for 17 panels: 600mm x 350mm)</td>
<td>$30,430</td>
</tr>
<tr>
<td>- Research and writing</td>
<td></td>
</tr>
<tr>
<td>- Design and manufacture</td>
<td></td>
</tr>
<tr>
<td>- Graphics (photos and drawings)</td>
<td></td>
</tr>
<tr>
<td>- Installation</td>
<td></td>
</tr>
<tr>
<td>8. Project management and/or consultancy expenses</td>
<td>$1,500</td>
</tr>
</tbody>
</table>

**Sub-Total** $194,680

Contingency allowance (10%) $19,470

**Sub-total** $214,150

10% GST $21,420

**Total (including GST)** $235,570
Project d): Lake Neverfill Trail Design and Development Project

Lake Neverfill is a ‘natural’ area on the outskirts of Roma with the potential for providing an outstanding walk trail. The lake is currently used for boating activities. Despite this potentially noisy activity, the lake attracts a wide range of birds and would provide great interest for those keen on observing birds. A trail around the lake would also attract others who are keen on observing nature and those interested in health and fitness.

The project involves determining the design, location and construction requirements for a circumferential walk trail around the lake – a trail that would be approximately 1.4 km long.

Due to the low-lying nature of some of the surrounding land, lengths of boardwalk will be required. The fieldwork will determine precisely how much trail is required and how much boardwalk would be required.

The project will include the following elements:

- Fieldwork, to determine the optimum trail route for the proposed walk trail and possible interpretive sites.
- Design detail for boardwalks and bridges.
- Consultation with key stakeholders.
- Preparation of a detailed trail development plan, with works lists and cost estimates for trail construction, including: new trail construction and trail surfacing, boardwalks and bridges, bird hides, installation of directional signage, interpretive signage and trailhead signage, signage to trailhead, pedestrian connection to Campbell Park look-out and associated signage, improvements to access road, work required at the trailhead (signage, parking, repairs to existing facilities, tidying up site).

Interpretive sites/subjects could also include:

- History of the lake.
- Birds of the lake.
- Snakes and other reptiles of the area.
- The fringing vegetation.
- Recreational uses of the lake.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimate for Project d): Lake Neverfill Trail Design and Development Project

<table>
<thead>
<tr>
<th>Tasks</th>
<th>Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Consultation (with Council staff, local groups, other stakeholders; etc) (allow 1 day)</td>
<td>$1,200</td>
</tr>
<tr>
<td>2. Fieldwork to confirm preferred trail route; construction detail; interpretive sites; location of signs; (allow 1 day)</td>
<td>$1,200</td>
</tr>
<tr>
<td>3. Preparation of simple Trail Development Plan (including mapping; sign plans; sign designs; interpretive topics/sites) (allow 3 days)</td>
<td>$3,600</td>
</tr>
<tr>
<td>4. Construction of trail (allow for 600 metres)</td>
<td>$12,000</td>
</tr>
</tbody>
</table>
5. Construction of bridges (allow for 2 @ 10m) $30,000
6. Construction of boardwalks (allow for 100 metres) $60,000
7. Interpretive panels (allow for 8 panels: 600mm x 350mm
   - Research and writing $14,320
   - Design and manufacture
   - Graphics (photos and drawings)
   - Installation

8. Directional signage (allow for 20 posts with markers) $2,000
9. Installation of directional signage $1,600
10. Trailhead signage $2,000
11. Trailhead improvements (car parking area) - allowance $5,000
12. Trail connection to Campbell Park (allowance) $5,000
13. Project management and/or consultancy expenses $1,500

Sub-Total $139,420
Contingency allowance (10%) $13,940
Sub-Total $153,360
10% GST $15,340
Total (including GST) $168,700

Project e): Roma Historic Walk Design and Development Project

This project proposes a revamp of the existing Historic Walk, and the possible creation
of two new heritage trails – based on the existing infrastructure.

The Roma Historic Walk in the town centre of Roma consists of 25 sites of historic
interest, linked only by means of a map showing their locations. No effort has been
made to install directional signage indicating the preferred route to take, nor does the
mapping actually indicate the route a trail user should follow. These are limitations
with the existing trail.

If a user was to visit all 25 sites, the length of trail would be approximately 3.5 km
long – depending on the actual route taken. Each of the 25 sites has an interpretive
panel – usually on the side of the road opposite the site/building featured in the panel.

Currently, the trail appears to rely on users accidentally discovering a panel while
walking in Roma. The panel design does not indicate the existence of the entire trail
and the other sites. Without a brochure/map, users would be uninformed and would
not be able to follow the intended trail route. In any revamp of the design of the
panels, a map of the entire trail should be included in the design.

The Roma Historic Walk has some good features:
  o Interpretive panels have the names of local sponsors (which contributed to the
cost).
  o Perspective use – interpretive panels are located on the opposite side of the road
to the site/building featured on the panel.
  o Interpretive panels are located out of the way of pedestrian flow.
  o Sites are well spaced.
Trail brochure is available at hotels/motels – it is therefore assumed that there is widespread distribution of the brochure.

A number of improvements are suggested below which would make the Roma Historic Walk an even more accessible and enjoyable experience.

These suggested improvements are:

- Re-plan the trail route(s) to make it more coherent/logical – and possibly to find additional sites of interest. Currently it appears to be a somewhat random selection of places in the town. Re-planning the trail may result in additional sites being selected, and the formal designation of two separate trails. (The plan accompanying this report illustrates two possible conceptual heritage trail alignments – one making use of the Adungadoo Pathway, and commencing from the Visitor Centre).

- Install directional signage, at all changes of direction, for the two suggested trails.

- Establish a Trailhead – suggested (logical) trailhead (for one of the trails) would be at the Visitor Centre (at the Big Rig). Additional, detailed trail design would determine the appropriate location for the other trailhead.

- Improve the mapping for the trail route(s) – the current mapping contained within the trails booklet is poorly laid out – and does not show a defined trail route.

- Replace the currently deteriorating panels – or better still, completely rewrite and re-design the entire set of panels (probably necessary if additional sites and panels are to be included). The information presented on the existing panels is mostly factual and quite bland.

- The Avenue of Heroes could/should also be included in a leg of the Historic Walk.

This project involves revamping existing historic walk trail - making use of much of the original information. At least one of the proposed (new) heritage trail(s) would commence from the Big Rig, and use existing footpaths where available.

The project will include the following elements:

- Fieldwork, to determine the optimum route for the proposed two heritage trails and possible new interpretive sites.

- Preparation of a detailed trail development plan, with works lists and cost estimates for trail construction, including: new path construction (if required), sign plan for installation of directional signage, interpretive signage design and trailhead signage design, promotional signage, etc).

- Consultation with local people and business owners to determine suitability of each site.

- Installation of directional signage.

- New interpretive signage and trailhead signage.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.
Cost Estimate for Project e): Roma Historic Walk Design and Development Project

<table>
<thead>
<tr>
<th>Tasks</th>
<th>Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Consultation (with Council staff, local groups, other stakeholders; etc) (allow 3 days)</td>
<td>$3,600</td>
</tr>
<tr>
<td>2. Fieldwork to confirm preferred trail routes; interpretive sites; location of signs (allow 2 days)</td>
<td>$2,400</td>
</tr>
<tr>
<td>3. Background research (allow 3 days)</td>
<td>$3,600</td>
</tr>
<tr>
<td>4. Preparation of Trail Development Plan (including mapping; sign plans; sign designs; interpretive topics/sites) (allow 4 days)</td>
<td>$4,800</td>
</tr>
<tr>
<td>5. Interpretive panels (allow for 10 new panels: 600mm x 350mm</td>
<td>$17,900</td>
</tr>
<tr>
<td>• Research and writing</td>
<td></td>
</tr>
<tr>
<td>• Design and manufacture</td>
<td></td>
</tr>
<tr>
<td>• Graphics (photos and drawings)</td>
<td></td>
</tr>
<tr>
<td>• Installation</td>
<td></td>
</tr>
<tr>
<td>6. Redesign and re-writing of existing interpretive panels (25)</td>
<td>$25,000</td>
</tr>
<tr>
<td>7. Directional signage (allow for 50 posts with markers)</td>
<td>$5,000</td>
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<tr>
<td>8. Installation of directional signage and interpretive panels</td>
<td>$10,000</td>
</tr>
<tr>
<td>9. Trailhead signage</td>
<td>$2,000</td>
</tr>
<tr>
<td>10. Project management and/or consultancy expenses</td>
<td>$1,500</td>
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<tr>
<td><strong>Sub-Total</strong></td>
<td><strong>$75,800</strong></td>
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<tr>
<td>Contingency allowance (10%)</td>
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<td><strong>Sub-Total</strong></td>
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<tr>
<td>10% GST</td>
<td><strong>$8,340</strong></td>
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<tr>
<td><strong>Total (including GST)</strong></td>
<td><strong>$91,720</strong></td>
</tr>
</tbody>
</table>

Project f) – Mitchell Heritage Walk Design and Development Project

This project involves making use of a portion of the existing walk trail along the Maranoa River, creating a circuit trail by routing the return loop through the town and past a number of heritage buildings and sites.

The existing River Walk in Mitchell follows closely alongside the Maranoa River for much of its length. As it currently stands, the river walk is approximately 7.0 kilometres long – though a considerable amount of this is away from the river’s edge and following roads.

The main trail commences at the bridge over the Warrego Highway in Mitchell and terminates at Rotary Park near Neil Turner Weir. This trail is 4.2 km. A second part of the trail commences at Rotary Park and finishes at Fisherman’s Rest (2.8 km).

Some notable characteristics of this trail are as follows:

- There is no signposted link from the Visitor Information Centre (spa) to the commencement of the walk trail.
- There is no promotion of the trail within the Visitor Information Centre.
- The caravan park at Mitchell is situated in close proximity to the trail, and would/could provide high levels of usage.
o Murals painted on the stanchions of the road bridge are a highlight (but are not promoted by any signposting).

o Rotary Park has barbecues, picnic shelters, toilets, playground, ample parking, and rubbish bins. This area is popular with campers and day-users – again potentially providing high usage levels for any trail.

A number of improvements are suggested below which would make the Maranoa River Walk in Mitchell a more accessible and enjoyable experience. The main recommendation is to divide the existing River Walk into two separate trails: a loop trail incorporating a section of the existing walk along the river with an add-on route that incorporates a number of heritage features of the town; and an improved trail experience from Rotary Park to Fisherman’s Rest. This will result in the uninteresting on-road walking part of the trail being removed.

Key heritage sites within Mitchell (to be included on the in-town heritage trail component of the proposed loop trail) include:

- Visitor Information Centre (Spa) – as trailhead.
- Murals.
- Cemetery.
- Old shops on Alice Street.
- St Columba’s Church.
- School.
- Water tower.
- Windmill.
- Court House.
- Western Hotel.
- Hotel Richards.
- Downshire Arms Hotel.
- Hotel Mitchell.
- Other sites (to be determined in detailed trail development plan)

The suggested improvements/enhancements to the proposed loop trail are as follows:

- Develop a ‘trailhead’ at the Visitor Information Centre.
- Signpost the connection between the Visitor Information Centre and the pedestrian bridge, with prominent information about the murals on the bridge. (The footbridge and murals, and the connection to the caravan park, will be regarded as a spur trail).
- Install directional signage (see examples in this report).
- Stabilise and fill the steep 10-15m access track (from Louisa Street to river floodplain) with Ecotrax (or similar).
- Re-configure the trail surface in, around and under the rail bridge (to create a flatter trail with greater head clearance under rail bridge).
- Construct an 8m concrete ‘causeway’ over a drain – opposite corner of Louisa and Oxford Streets (north-east of this intersection).
- Install interpretive signage at key sites along the trail (both natural sites and heritage sites).
Community consultation (see 2.7) suggested that the section of this trail from the bridge to the end of Eton Street should be closer to the river. Respondents indicated that when users walk on the trail and cannot see the river (while knowing it’s there), it is very disappointing – it’s like the walk is not all it could be. The decision made in the Trails Master Plan was to build on what was already in place i.e. the trail route as it currently stands. This project is a ‘design and develop’ project; detailed trail planning (the next logical phase of work) should give detailed consideration to siting the trail closer to the river taking into account factors such as potential flood damage, topography, and surfacing (a sealed trail ‘going under’ at time of flood may be less likely to sustain significant damage than a natural trail). This is likely to alter the costs of the project and make it more expensive.

Consultation also suggested that all sections of the trail should be built as a concrete path to shared use standard (2.5 metres) to allow a stable walking surface for all users. Sealing the surface would make it potentially more attractive to a wider range of people but this would come at a considerable cost (a sealed surface costs around $180/lineal metre for a 2.5 m wide trail whereas a natural surface of the same dimensions is around $20/lineal metre). This project is a ‘design and develop’ project, meaning that Council can determine prior to undertaking detailed trail planning that the trail should be sealed. This will alter the costs of the project quite significantly and make it more expensive.

The project budget includes an allowance for:

- Fieldwork, to determine the optimum (new) trail route (with consideration of a realigned surface).
- Consultation with stakeholders.
- Preparation of a detailed trail development plan, with works lists and cost estimates for trail construction, including: new path construction (if required), sign plan for installation of directional signage, interpretive signage design and trailhead signage design, promotional signage, etc.
- Trail construction for the proposed trail (including vegetation clearing if/where required, trail surfacing, seating, directional markers, etc).
- Installation of trailside interpretive panels (involving research, consultation, writing, design, manufacture and installation of panels) and trailhead signage.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.
Cost Estimates for Project f): Mitchell Heritage Walk Design and Development Project

<table>
<thead>
<tr>
<th>Tasks</th>
<th>Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Consultation (with Council staff, local groups, other stakeholders; etc) (1 day)</td>
<td>$1,200</td>
</tr>
<tr>
<td>2. Fieldwork to confirm preferred trail routes; interpretive sites; location of signs (allow 2 days)</td>
<td>$2,400</td>
</tr>
<tr>
<td>3. Background research (allow 3 days)</td>
<td>$3,600</td>
</tr>
<tr>
<td>4. Preparation of Trail Development Plan (including mapping; sign plans; sign designs; interpretive topics/sites) (allow 4 days)</td>
<td>$4,800</td>
</tr>
<tr>
<td>5. Interpretive panels (allow for 15 panels: 600mm x 350mm)</td>
<td>$26,850</td>
</tr>
</tbody>
</table>
| • Research and writing  
| • Design and manufacture  
| • Graphics (photos and drawings)  
| • Installation | $26,850     |
| 6. Trail construction – clearing, surfacing, levelling (allowance) (natural surface) | $8,000      |
| 7. Construction of 8m concrete ‘causeway’ over drain | $1,500      |
| 8. Directional signage (allow for 40 posts with markers) | $4,000      |
| 9. Installation of directional and interpretive signage | $5,000      |
| 10. Trailhead signage | $1,500      |
| 11. Promotional signage | $500        |
| 12. Installation of (simple) seating along trail | $2,000      |
| 13. Installation of simple viewing platform | $5,000      |
| 14. Project management and/or consultancy expenses | $1,500      |
| Sub-Total | $67,850     |
| Contingency allowance (10%) | $6,790      |
| Sub-Total | $74,640     |
| 10% GST | $7,460      |
| **Total (including GST)** | **$82,100** |

Project g) – Weir Walk Enhancements Project

This project involves an upgrade of a section of the existing River Walk in Mitchell to create a high quality stand-alone walk trail.

The “Weir Walk” is a 3.0km walk trail that extends westward from Neil Turner Weir (at Rotary Park) to Fisherman’s Rest. It is currently designated as “Leg 2” of the Mitchell River Walk (Fisherman’s Rest to Neil Turner Weir).

As a stand alone trail, the “Weir Walk” has much to offer. It commences at a popular camping and visitor location (Rotary Park near Neil Turner Weir) and terminates at an existing parking area (Fisherman’s Rest). It is located immediately alongside the river.

At present the trail is indistinct. Few directional signs exist. The track is overgrown and not easily discernible. The walk track shares a portion of its alignment with motor
vehicles for part of the way. No seating is provided to enable users to rest and enjoy the river scenes. No interpretation exists along the trail.

The suggested improvements to the trail are as follows:

- Install ‘trailhead’ signage at Rotary Park and Fisherman’s Rest.
- Install directional signage along trail (see examples in this report).
- Clear sections of the trail route and construct approximately 30m of new trail.
- Install seats/shelters at 3 vantage points overlooking the river.
- Install interpretive signage at key sites along the trail.
- Remove all existing River Walk signage.
- Re-publish Mitchell brochure to reflect the new trail(s) – also note that the River Walk is not where it is shown on the map. (The booklet indicates the River Walk follows close to the river’s edge – this is not the case. The trail in fact is well removed from the river’s edge, and follows some roads).

The project budget includes an allowance for:

- Fieldwork, to determine the optimum trail route and to compile a detailed works list.
- Consultation with stakeholders.
- Preparation of a simple trail development plan, that sets out works lists and cost estimates.
- Trail construction for the upgraded trail (including vegetation clearing if/where required, trail surfacing, seating, directional markers, etc).
- Installation of trailside interpretive panels (involving research, consultation, writing, design, manufacture and installation of panels) and trailhead signage.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project g) Weir Walk Enhancements Project

<table>
<thead>
<tr>
<th>Tasks</th>
<th>Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Consultation (with Council staff, local groups, other stakeholders; etc) (1 day)</td>
<td>$1,200</td>
</tr>
<tr>
<td>2. Fieldwork to confirm preferred trail route; interpretive sites; location of signs and furniture (allow 1 day)</td>
<td>$1,200</td>
</tr>
<tr>
<td>3. Preparation of simple Trail Development Plan (including mapping; sign plans; sign designs; interpretive topics/sites) (allow 3 days)</td>
<td>$3,600</td>
</tr>
<tr>
<td>4. Trail construction – clear sections of the trail route and construct approximately 30m of new trail (allowance)</td>
<td>$2,000</td>
</tr>
<tr>
<td>5. Install seats/shelters at 3 vantage points overlooking the river.</td>
<td>$3,000</td>
</tr>
<tr>
<td>6. Remove all existing River Walk signage.</td>
<td>$500</td>
</tr>
<tr>
<td>7. Directional signage (allow for 20 posts with markers)</td>
<td>$2,000</td>
</tr>
<tr>
<td>8. Trailhead signage (at Rotary Park and Fisherman’s Rest)</td>
<td>$3,000</td>
</tr>
</tbody>
</table>
9. Allowance for trailside furniture $5,000

10. Interpretive panels (allow for 5 panels: 600mm x 350mm)
   - Research and writing $8,950
   - Design and manufacture and installation
   - Graphics (photos and drawings)
   - Installation

11. Project management and/or consultancy expenses $1,500

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
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<tr>
<td>Sub-Total</td>
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<td>Contingency allowance (10%)</td>
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<td>Sub-Total</td>
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<tr>
<td>10% GST</td>
<td>$3,510</td>
</tr>
<tr>
<td><strong>Total (including GST)</strong></td>
<td><strong>$38,660</strong></td>
</tr>
</tbody>
</table>

**Project h) – Surat Heritage Trail Design and Development Project**

This project involves making use of a portion of the existing walk trail along the Balonne River, creating a circuit trail by routing the return loop through the town and past a number of heritage buildings and sites.

The Surat River Walk is a high quality concrete pathway that is 1.8m wide and 760 metres long, located within the Riverside Parklands of Surat. It extends from the Balonne River ‘trailhead’ at Marcus St to the bowls club at the northern end of Alice Street. An unconstructed dirt trail extends even further westward to the Surat Weir parking area (a potential trailhead).

The Surat River Walk features some high quality fitness and leisure equipment as well as playgrounds for children.

Though the pathway is not directly connected to the caravan park on the north side of the river, there is already in place an excellent footbridge attached to the road bridge. It is highly desirable to extend the existing pathway to make connection with this footbridge.

At present the pathway, though of high quality, is limited in its usefulness as it does not extend as far west as the Surat Weir (and existing ‘trailhead’ parking area at the weir) and it does not provide an uninterrupted connection to the caravan park. In addition, to further enhance its usefulness, it is recommended that the trail be extended by developing a return loop or circuit through the town, passing some of the historic sites and buildings of Surat.

A number of improvements are suggested below which would make the River Walk in Surat a more accessible and enjoyable experience.

These suggested improvements are:

- Extend the concrete pathway 250m to the west – from its current termination point at the bowls club – to the parking area at the Surat Weir.
- Extend the concrete pathway from its current eastern terminus (at the parking area on Marcus St) by 580m to the existing footbridge over the Balonne River (to provide a connection to the caravan park).
- Create a signposted ‘heritage trail’ loop through Surat.
Install ‘trailhead’ signage at the Surat Weir parking area; outside the Cobb and Co changing station (Visitor Information Centre) and at the parking area on Marcus St.

Install directional signage along trail (see examples in this report).

Install interpretive signage at key sites along the trail.

Connect the existing River Walk to the Aboriginal interpretive shelter. The shelter is currently 'not connected' to any existing trail, and is basically stranded in the middle of nowhere, and poorly signposted from the road. The trail would “put it on the map”.

Extend the trail by utilising existing slashed (deliberately/incidentally) vehicle tracks along the river.

Key heritage sites within Surat (to be included on the in-town heritage trail component of the proposed loop trail) include:

- Cobb and Co changing station – cnr Burrows and Cordelia.
- Astor Theatre – between Marcus and Burrowes (faces Burrowes).
- Shire Hall – cnr William St and Cordelia St.
- Aboriginal Bush Gardens – on Cordelia St.
- Various old residences.
- Post office.
- Lions Park.
- Old school.
- Old church.
- Other sites (to be determined in detailed trail development plan)

Other important attractions of the Surat area are located out of town on the old Cobb & Co coach road to Yuleba. These interesting and historic sites are not within reach of a non-motorised trail route, but could and should be included on a local drive trail. These sites include:

- The Corduroys – 2.5 km north of town.
- Several change stations (including Bainbilla, Waldegrove, Wilbah).
- Beranga Creek 3.5 kms north (the lilies).
- Aboriginal campsite.
- Aboriginal interpretive shelter – Bymount Rd East.

The project budget includes an allowance for:

- Fieldwork, to determine the optimum trail route for the extended trail, including the route of the ‘in-town heritage trail’ component.
- Consultation with stakeholders to determine the most appropriate trail route, construction methods, signposting and interpretive requirements.
- Preparation of a detailed trail development plan, with works lists and cost estimates for new trail/path construction, including: new trail/path construction and trail surfacing, boardwalks and bridges, bird hides, installation of directional signage, interpretive signage and trailhead signage, trailhead improvements, etc.
• Trail construction for the proposed trail (including vegetation clearing if/where required, trail surfacing, seating, directional markers, etc).
• Installation of trailside interpretive panels (involving research, consultation, writing, design, manufacture and installation of panels) and trailhead signage.

_The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only._

**Cost Estimates for Project h): Surat Heritage Trail Design and Development Project**

<table>
<thead>
<tr>
<th>Tasks</th>
<th>Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Consultation (with Council staff, other stakeholders; etc) (1 day).</td>
<td>$1,200</td>
</tr>
<tr>
<td>2. Fieldwork to confirm preferred trail routes; interpretive sites; location of signs (allow 2 days).</td>
<td>$2,400</td>
</tr>
<tr>
<td>3. Background research (allow 3 days).</td>
<td>$3,600</td>
</tr>
<tr>
<td>4. Preparation of Trail Development Plan (including mapping; sign plans; sign designs; interpretive topics/sites) (allow 4 days).</td>
<td>$4,800</td>
</tr>
<tr>
<td>5. Interpretive panels (allow for 15 panels: 600mm x 350mm)</td>
<td>$26,850</td>
</tr>
<tr>
<td>• Research and writing</td>
<td></td>
</tr>
<tr>
<td>• Design and manufacture</td>
<td></td>
</tr>
<tr>
<td>• Graphics (photos and drawings)</td>
<td></td>
</tr>
<tr>
<td>• Installation</td>
<td></td>
</tr>
<tr>
<td>6. Construction of path extension eastwards to bridge over Balonne River (580 metres).</td>
<td>$104,400</td>
</tr>
<tr>
<td>7. Construction of path extension westwards to Surat Weir carpark (250 metres).</td>
<td>$45,000</td>
</tr>
<tr>
<td>8. Directional signage (allow for 40 posts with markers)</td>
<td>$4,000</td>
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<tr>
<td>9. Installation of directional and interpretive signage</td>
<td>$5,000</td>
</tr>
<tr>
<td>10. Trailhead signage (at Surat Weir parking area; outside the Cobb and Co changing station [Visitor Information Centre] and at the parking area on Marcus St)</td>
<td>$4,500</td>
</tr>
<tr>
<td>11. Promotional signage</td>
<td>$500</td>
</tr>
<tr>
<td>12. Project management and/or consultancy expenses</td>
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<tr>
<td><strong>Sub-Total</strong></td>
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<td><strong>Sub-Total</strong></td>
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<td>10% GST</td>
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<td><strong>$246,540</strong></td>
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**Project i) – Injune Lagoon Walk Enhancements Project**

This project involves enhancing the existing walk trail around the Lagoon in Injune. The Lagoon Walk in Injune is a 1,230 metre black bitumen pathway, 1.8 metres wide, around a lagoon. The lagoon is situated approximately 100 metres from the Injune Caravan Park and 380 metres from the town centre.
The existing pathway forms a complete loop around the lagoon and appears well used by people staying at the caravan park. The grass either side of the pathway appears well maintained and slashed, and the walk is a pleasant experience in a mostly natural environment. Views of the lagoon, and the birdlife on the water, are available from just about all parts of the pathway.

There is some very basic interpretive information attached to vegetation around the lagoon.

A number of improvements are suggested below which would make the Lagoon Walk in Injune a more accessible and enjoyable experience.

These suggested improvements are:

- Installation of 4 seats at intervals around the pathway, overlooking the lagoon.
- Construction of several short spur trails from the pathway to the edge of the lagoon.
- Installation of interpretive panels, focussing on: fish of the lagoon; birds of the area (waterbirds and parrots); reptiles of the area; the river system; vegetation species; and an invitation to use other trails of the area (including the proposed in-town heritage trail and town circuit trail – when developed).
- Installation of signage, including: trailhead sign (with trail name, map, points of interest, indication of interpretation to be found, etc); directional/distance signage; promotional sign (in town, pointing down to Lagoon Walk).
- Construction of link path from Visitor Centre to Lagoon Walk (along Second Avenue: from Station Street to Railway Pde and from Railway Pde to existing path).

The project budget includes an allowance for:

- Fieldwork, to determine improvements required and the compilation of a simple trail development plan.
- Consultation with stakeholders.
- Preparation of a simple trail development plan (comprising a works list and cost estimates).
- Trail construction for the upgraded trail (including vegetation clearing if/where required, trail surfacing, seating, directional markers, etc).
- Installation of trailside interpretive panels (involving research, consultation, writing, design, manufacture and installation of panels) and trailhead signage.

*The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.*
Cost Estimates for Project i): Injune Lagoon Walk Enhancements Project

<table>
<thead>
<tr>
<th>Tasks</th>
<th>Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Consultation (with Council, local groups, other stakeholders; etc) (allow 1/2 day)</td>
<td>$600</td>
</tr>
<tr>
<td>2. Fieldwork to determine improvements; interpretive sites; location of signs (allow 1/2 day)</td>
<td>$600</td>
</tr>
<tr>
<td>3. Preparation of simple Trail Development Plan (including mapping; sign plans; sign designs; interpretive topics/sites) (allow 2 days)</td>
<td>$2,400</td>
</tr>
<tr>
<td>4. Interpretive panels (allow for 5 panels: 600mm x 350mm)</td>
<td>$8,950</td>
</tr>
<tr>
<td>• Research and writing</td>
<td></td>
</tr>
<tr>
<td>• Design and manufacture</td>
<td></td>
</tr>
<tr>
<td>• Graphics (photos and drawings)</td>
<td></td>
</tr>
<tr>
<td>• Installation</td>
<td></td>
</tr>
<tr>
<td>5. Allowance for path and trail construction (connection to town, and short spurs) – 200 metres</td>
<td>$30,000</td>
</tr>
<tr>
<td>6. Directional signage (allow for 10 posts with markers)</td>
<td>$1,000</td>
</tr>
<tr>
<td>7. Installation of directional signage</td>
<td>$800</td>
</tr>
<tr>
<td>8. Trail seats (allowance)</td>
<td>$5,000</td>
</tr>
<tr>
<td>9. Trailhead signage</td>
<td>$2,000</td>
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<tr>
<td>10. Project management and/or consultancy expenses</td>
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<tr>
<td>Sub-Total</td>
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<tr>
<td>10% GST</td>
<td>$5,810</td>
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<tr>
<td><strong>Total (including GST)</strong></td>
<td><strong>$63,950</strong></td>
</tr>
</tbody>
</table>

Project j) – Injune Heritage Trail Design and Development Project

This project involves developing a new in-town heritage trail in Injune. The proposed heritage trail would commence from the new Visitor Information Centre, and use existing footpaths where available.

In-town heritage trails provide a signposted and interpreted route to the most significant sites within a town, thereby informing local people about their history as well as being an interesting activity for visitors to a town to enjoy.

The project will include the following elements:

- Fieldwork, to determine the optimum trail route for the proposed heritage trail and possible interpretive sites.
- Research of historical records, books and any local histories.
- Preparation of a detailed trail development plan, with works lists and cost estimates for the heritage trail, including: new trail/path construction and trail surfacing, installation of directional signage, interpretive signage and trailhead signage, trailhead requirements, etc.
- Consultation with local people and business owners to determine suitability of each site.
- Installation of directional signage.
Installation of trailside interpretive panels (involving research, consultation, writing, design, manufacture and installation of panels) and trailhead signage.

Interpretive sites/subjects could include:
- Old courthouse.
- Various old shops along Hutton Street.
- De Luxe Theatre.
- Historic steam train.
- Old hardware shop.
- Old butcher’s shop.
- Stock agent shop.
- The hotel.
- Old post office.
- Injune’s original shop.
- Injune’s first bank.
- Other sites/buildings as recommended by local people.

*The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.*

Cost Estimates for Project j): Injune Heritage Trail Design and Development Project

<table>
<thead>
<tr>
<th>Tasks</th>
<th>Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Consultation (with Council, local groups, other stakeholders; etc) (allow 1/2 day)</td>
<td>$600</td>
</tr>
<tr>
<td>2. Fieldwork to confirm preferred trail route; interpretive sites; location of signs (allow 2 days)</td>
<td>$2,400</td>
</tr>
<tr>
<td>3. Preparation of simple Trail Development Plan (including mapping; sign plans; sign designs; interpretive topics/sites) (allow 3 days)</td>
<td>$3,600</td>
</tr>
<tr>
<td>4. Background research (allow 2 days).</td>
<td>$2,400</td>
</tr>
<tr>
<td>5. Interpretive panels (allow for 15 panels: 600mm x 350mm)  • Research and writing  • Design and manufacture  • Graphics (photos and drawings)  • Installation</td>
<td>$26,850</td>
</tr>
<tr>
<td>6. Allowance for path and/or trail construction.</td>
<td>$10,000</td>
</tr>
<tr>
<td>7. Directional signage (allow for 40 posts with markers)</td>
<td>$4,000</td>
</tr>
<tr>
<td>8. Installation of directional and interpretive signage.</td>
<td>$5,000</td>
</tr>
<tr>
<td>9. Trailhead signage (at Visitor Information Centre).</td>
<td>$2,000</td>
</tr>
<tr>
<td>10. Promotional signage</td>
<td>$500</td>
</tr>
<tr>
<td>11. Project management and/or consultancy expenses</td>
<td>$1,500</td>
</tr>
</tbody>
</table>

Sub-Total $58,850

Contingency allowance (10%) $5,890

Sub-Total $64,740
Project k) – Injune Loop Trail Design and Development Project

This project involves developing a new circuit or loop trail around the perimeter of the Injune townsite. The proposed heritage trail could commence from the new Visitor Information Centre, or from the existing Injune Lagoon Trail - and use existing footpaths where available.

This loop trail would provide a signposted and interpreted route to the most significant sites around the outskirts of town, thereby informing local people about their history as well as being an interesting activity for visitors to Injune to enjoy.

The project will include the following elements:

- Fieldwork, to determine the optimum trail route for the proposed heritage trail and possible interpretive sites.
- Research of historical records, books and any local histories.
- Consultation with local people and business owners to determine suitability of sites.
- Installation of directional signage.
- New interpretive signage and trailhead signage.

Interpretive sites/subjects could also include:

- The bushland and vegetation that surrounds the town.
- The racecourse and campdraft area.
- Timber mills of the town.
- Pioneers of the town and region (at the old cemetery).
- The former Roma to Injune Railway.
- Interpretive panels to be installed around the lagoon.
- Other sites/buildings/places/stories as recommended by local people.

*The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.*
Cost Estimates for Project k): Injune Loop Trail Design and Development Project

<table>
<thead>
<tr>
<th>Tasks</th>
<th>Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Consultation (with Council, local groups, other stakeholders; etc) (allow 1/2 day)</td>
<td>$600</td>
</tr>
<tr>
<td>2. Fieldwork to confirm preferred trail route; interpretive sites; location of signs (allow 2 days)</td>
<td>$2,400</td>
</tr>
<tr>
<td>3. Preparation of simple Trail Development Plan (including mapping; sign plans; sign designs; interpretive topics/sites) (allow 3 days)</td>
<td>$3,600</td>
</tr>
<tr>
<td>4. Background research (allow 2 days).</td>
<td>$2,400</td>
</tr>
<tr>
<td>5. Interpretive panels (allow for 10 panels: 600mm x 350mm)</td>
<td>$17,900</td>
</tr>
<tr>
<td>• Research and writing</td>
<td></td>
</tr>
<tr>
<td>• Design and manufacture</td>
<td></td>
</tr>
<tr>
<td>• Graphics (photos and drawings)</td>
<td></td>
</tr>
<tr>
<td>• Installation</td>
<td></td>
</tr>
<tr>
<td>6. Allowance for path and/or trail construction.</td>
<td>$10,000</td>
</tr>
<tr>
<td>7. Directional signage (allow for 20 posts with markers)</td>
<td>$2,000</td>
</tr>
<tr>
<td>8. Installation of directional and interpretive signage.</td>
<td>$4,000</td>
</tr>
<tr>
<td>9. Trailhead signage (at Visitor Information Centre).</td>
<td>$2,000</td>
</tr>
<tr>
<td>10. Promotional signage</td>
<td>$500</td>
</tr>
<tr>
<td>11. Project management and/or consultancy expenses</td>
<td>$1,500</td>
</tr>
</tbody>
</table>

|                                                               |        |
| Sub-Total                                                       | $46,900|
| Contingency allowance (10%)                                     | $4,690 |
| Sub-Total                                                       | $51,590|
| 10% GST                                                         | $5,160 |

|                                                               |        |
| Total (including GST)                                           | $56,750|

Project l) – Wallumbilla Pathway Development Project

This project involves the construction of a pathway linking the showgrounds (and caravan park) with the Calico Cottage (Visitor Centre) in Wallumbilla, with a spur trail connecting with the existing pedestrian crossing over the railway.

This pathway was overwhelmingly the #1 priority as discussed at the community meeting held during the course of the project.

The purpose of the proposed new path (and bridge over the Wallumbilla Creek) is to allow visitors to easily access the visitor centre, the hotel and other key attractions of the town, without the dangers that currently exist with walking or cycling on the busy Warrego Highway. No current pathway exists.

In total, approximately 435 metres of new pathway will need to be constructed, as well as a 40 metre bridge and 10m boardwalk. In addition, road crossings will need to be
dealt with. A number of minor works are also required, such as a break in the median on Warrego Hwy, directional and other signage.

The recommended location for the clip-on ‘pedestrian’ bridge is the north side of the road bridge. Investigations undertaken during the preparation of this Trails Strategy revealed that it is impractical to build a path in the creek cutting to take users under (and hence across) the highway as there is no creek bank – the path would wash away.

The project budget includes an allowance for:

- Construction of concrete pathway.
- Construction/installation of ‘pedestrian’ bridge alongside road bridge.
- Construction of boardwalk.
- Road crossing treatments (signage; break in median, etc).

**The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.**

**Cost Estimates for Project 1): Wallumbilla Pathway Development Project**

<table>
<thead>
<tr>
<th>Construction items</th>
<th>Estimated Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Construction of 25m path – showground to bridge.</td>
<td>$3,750</td>
</tr>
<tr>
<td>2. Installation of 40m clip-on bridge on north side of road bridge (allowance).</td>
<td>$80,000</td>
</tr>
<tr>
<td>3. Construction of 10m boardwalk on east side of bridge.</td>
<td>$7,500</td>
</tr>
<tr>
<td>4. Construction of 160m path from bridge to Chadford St.</td>
<td>$24,000</td>
</tr>
<tr>
<td>5. Road crossing treatment at Chadford St.</td>
<td>$2,000</td>
</tr>
<tr>
<td>6. Upgrading of 60m of new/improved path along north side of George St to line up with western culvert on southside of highway (two culverts in this location). “Target” landing on south side of highway just east of Queens Theatre in the 60 km/hr zone.</td>
<td>$6,000</td>
</tr>
<tr>
<td>7. Median cut and road crossing signage.</td>
<td>$5,000</td>
</tr>
<tr>
<td>8. Construction of 150m path to Calico Cottage (picnic table).</td>
<td>$22,500</td>
</tr>
<tr>
<td>9. Construction of 40m spur – new path to railway crossing allowing access to hotel etc on south side of railway crossing.</td>
<td>$6,000</td>
</tr>
<tr>
<td>10. Project management (no allowance made)</td>
<td>0</td>
</tr>
</tbody>
</table>

Sub-Total $156,750

Contingency allowance (10%) $15,680

Sub-Total $172,430

10% GST $17,240

Total (including GST) $189,670
Project m) – Yuleba Passport Project

The small size of the Yuleba townsite, the low traffic volumes and the wide verges indicates the apparent lack of a need for any new recreational pathways and/or recreational trails.

However, the townsite has character and an ample provision of heritage buildings and a rich history associated with Cobb and Co.

The “Yuleba Passport” project is intended to focus on these rich historic elements and attract visitors to town for the purpose of discovering the town’s history.

The idea is to place (or ‘hide’) a series of heritage artefacts around town that visitors must locate. Some of these items will be immediately obvious; others will require some searching. It could be regarded as a ‘treasure hunt’.

Visitors would be given (at a local Visitor Centre in the Maranoa Regional Council area) a ‘passport’ which contains a series of images (or sites to be found) of Yuleba. Visitors would then attempt to find each of these items which are scattered throughout the Yuleba townsite.

All sites to be located would have some connection with Yuleba’s association with the Cobb and Co history.

The sites could include:

- The existing mural at the entrance to the town (which is about the Cobb and Co history).
- A re-constructed corduroy road (perhaps in an area of open space in the town).
- A re-constructed Cobb and Co changing station (façade only).
- An old wagonwheel; or a wagonwheel sculpture.
- New murals painted on sides of old buildings (such as the fire brigade building); on the water tower; and on power poles throughout the town.
- A collection of historic photographs (in several shop windows).
- Mosaic tiles in the footpath (as done in Mitchell).

Empty shopfront windows could contain displays or collection of historic photographs. Blank walls of various buildings throughout the town provide canvases for murals.

The project budget includes an allowance for:

- Use of community arts consultants to work with the community to develop ideas for artworks and sculptures that could be used in the Yuleba Passport project.
- A report which will include details of recommended priority projects and a strategy for commencing works; a package of projects, each presented so that they can be used individually in funding applications but still work together as a whole; and cost estimates for each with mini-briefs so that items can be put on budgets and expressions of interest advertised to artists or community groups.

The project budget does NOT allow for any costs associated with commissioning artists and sculptures, etc, nor for any materials needed in the eventual implementation of the project (when developed).

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.
Cost Estimates for Project m): Yuleba Passport Project

<table>
<thead>
<tr>
<th>Tasks</th>
<th>Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Consultants fees, including an allowance for the following components:</td>
<td>$20,000</td>
</tr>
<tr>
<td>• Site visits</td>
<td></td>
</tr>
<tr>
<td>• Community Workshops</td>
<td></td>
</tr>
<tr>
<td>• Reviewing grant opportunities</td>
<td></td>
</tr>
<tr>
<td>• Site exploration – looking for opportunities, hidden jewels, iconic elements, images, visiting galleries or artists studios</td>
<td></td>
</tr>
<tr>
<td>• Project development</td>
<td></td>
</tr>
<tr>
<td>• Report and presentation</td>
<td></td>
</tr>
<tr>
<td>2. Project management (no allowance made)</td>
<td>0</td>
</tr>
<tr>
<td>Sub-Total</td>
<td>$20,000</td>
</tr>
<tr>
<td>10% GST</td>
<td>$2,000</td>
</tr>
<tr>
<td><strong>Total (including GST)</strong></td>
<td><strong>$22,000</strong></td>
</tr>
</tbody>
</table>

Project n) – Judds Lagoon Trail Design and Development Project

This project involves determining the most appropriate location for a short walk trail around the foreshore of Judd’s Lagoon.

The Lagoon is already a popular picnic and camping area, with various facilities already in place.

The purpose of establishing a walk trail is to provide visitors with a pleasant recreational experience in an area already popular with visitors. At present it is not easily possible to walk around the perimeter of the Lagoon. The proposed new trail will include several new, short boardwalks and/or bridges to enable trail users to cross wetland and open water sections of the lagoon.

The range of works required on this proposed trail would include:

- Trail clearing and surfacing
- Boardwalks and/or bridges
- Promotional signage.
- Interpretation (both at trailhead, and along the trail)
- On-trail directional signage
- Warning signage
- Infrastructure/amenities (seats, tables, shelters, etc)

*The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.*
Cost Estimates for Project n): Judds Lagoon Trail Design and Development Project

<table>
<thead>
<tr>
<th>Tasks</th>
<th>Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Consultation (with Council, local groups, other stakeholders; etc) (allow 1/2 day)</td>
<td>$600</td>
</tr>
<tr>
<td>2. Fieldwork to confirm preferred trail route; interpretive sites; location of bridges, boardwalks and signs (allow 2 days)</td>
<td>$2,400</td>
</tr>
<tr>
<td>3. Preparation of simple Trail Development Plan (including mapping; sign plans; sign designs; interpretive topics/sites) (allow 3 days)</td>
<td>$3,600</td>
</tr>
<tr>
<td>4. Background research (allow 2 days).</td>
<td>$2,400</td>
</tr>
<tr>
<td>5. Interpretive panels (allow for 5 panels: 600mm x 350mm)</td>
<td>$8,950</td>
</tr>
<tr>
<td>- Research and writing</td>
<td></td>
</tr>
<tr>
<td>- Design and manufacture</td>
<td></td>
</tr>
<tr>
<td>- Graphics (photos and drawings)</td>
<td></td>
</tr>
<tr>
<td>- Installation</td>
<td></td>
</tr>
<tr>
<td>6. Allowance for path and/or trail construction.</td>
<td>$10,000</td>
</tr>
<tr>
<td>7. Allowance for bridges and/or boardwalks</td>
<td>$30,000</td>
</tr>
<tr>
<td>7. Directional signage (allow for 20 posts with markers)</td>
<td>$2,000</td>
</tr>
<tr>
<td>8. Installation of directional and interpretive signage</td>
<td>$4,000</td>
</tr>
<tr>
<td>9. Trailhead signage</td>
<td>$2,000</td>
</tr>
<tr>
<td>10. Promotional signage</td>
<td>$500</td>
</tr>
<tr>
<td>11. Project management and/or consultancy expenses</td>
<td>$1,500</td>
</tr>
<tr>
<td>Sub-Total</td>
<td>$67,950</td>
</tr>
<tr>
<td>Contingency allowance (10%)</td>
<td>$6,800</td>
</tr>
<tr>
<td>Sub-Total</td>
<td>$74,750</td>
</tr>
<tr>
<td>10% GST</td>
<td>$7,480</td>
</tr>
<tr>
<td><strong>Total (including GST)</strong></td>
<td><strong>$82,230</strong></td>
</tr>
</tbody>
</table>

Project o) – Drive Trails Project

Recognising the geographically dispersed nature of the attractions of any Council area, this Trails Strategy proposes a series of short drive trails that will take future visitors to a wide range of attractions throughout the Maranoa Regional Council and in particular to the existing and proposed (non-motorised) trails of the Council.

As stated in Section 4, what is missing from the suite of drive trail opportunities currently on offer in Queensland (and elsewhere) are local drive trails – that take visitors to a number of locally historic sites in the hinterland of small towns. Local drive trails also provide a unique opportunity to develop both physical (‘hard’) and psychological (‘soft’) links between communities – this may be a critical benefit in light of the 2008 amalgamations. Surviving heritage places (indigenous and non-indigenous) linked with drive trails provide an important link with the past and can enrich the understanding of what has happened in the Region. Such places can help to shape the Region’s identity as more than a collection of (previously ‘independent’) towns and villages. A series of local drive trails are important mediums for delivering this outcome.
The caveat is that the drive trails have to be structured in a logical coherent rational way if they are to achieve the outcomes sought. One of the key challenges of developing drive trails is to create a logical and easy-to-follow trail for users that contains variety. A specific theme may not yield a practical trail outcome or may not be achievable due to issues such as a lack of fabric or the location of sites relevant to the theme.

The local drive trails overcome this constraint by not relying on a particular theme, but rather focus simply on the living history of the town at the centre of the drive trail. In a sense, they are developed by mapping all the interesting sites (from all aspects of a region’s history – social, indigenous, settlement, cultural, natural) and then developing a logical link between all the sites. The sites will have commonality (that is they will mostly be of some historical interest) rather than a connecting or underlying theme. The main problem with the theme approach is that the trail planning process gets ‘bogged down’ in trying to find sites to fit a specific theme and neglecting other sites of interest in an area. Even the very successful long distance drive trails in Western Australia (notably the Golden Quest and Golden Pipeline Trails in WA) include sites which have heritage interest beyond the central theme. While they do have a central theme (quest for gold; water supply), they also take users to sites that are not related to the theme. For example, the Golden Pipeline has sites that are historic buildings such as old hotels, houses of the first non-indigenous settlers, flour mills and old schools. This is because there is a shortage of sites specifically related to the theme. Trail users do not want to travel long uninteresting sections with nothing to look at; a real risk if sites are ignored that don’t conveniently fit the theme.

In September 2009, the Leonora Loop Trails were opened. The trails are drive trails around the town of Leonora in mulga country about 800 kilometres north-eats of Perth. These drive trails are probably the first properly planned, developed and promoted ‘local’ drive trails in WA (if not in Australia). There are two loop trails heading out of the town of Leonora – the Agnew Loop (300 kms) and the Darlot Loop (345 kms). They are themed at a general level. Collectively, the two trails are themed as ‘Mulga, Miners and Merinos’; individually the Agnew Trail is themed as ‘Survival in a strange land’, while the Darlot Loop is themed as ‘Much more than mulga’. However, the trails were developed using the process described above – the historical sites were identified and logical routes to connect them were planned. The Agnew Loop has a social history focus, while the Darlot Loop primarily deals with natural history. These general themes allow the inclusion of a large number of sites which may have been precluded from inclusion if the theme had been a narrow theme.

The material for the trails includes a high quality guidebook. The guidebook includes a whole range of ‘track notes’ (breaking the drive down into sections) and feature stories and quotes for each section. These stories and quotes further enhance the on-site interpretive material by telling different stories about the sections – again, these are broadly related to the common broad theme (the social history and the natural history) without being tied to a very specific theme.

This is the recommended approach for the development of drive trails in the Maranoa Regional Council area. A commonality approach is suggested with a view to constructing a logical trail connecting a range of historic sites in the hinterlands of each of the towns. Collectively, the trails would tell the stories of settlement of the Maranoa Region (from an indigenous and non-indigenous perspective). They would provide a
common ‘settlement’ theme for each of the region’s towns and villages and provide that psychological connection between the communities. A number of the recommended non-motorised trail projects are heritage trails (Roma, Mitchell, Surat and Injune) this providing a commonality between these towns – drive trails focussing on heritage sites would complement these trails.

There are two possible themes that can be developed for drive trails (recognising the best approaches as discussed above).

- The Cobb and Co route from Surat to Yuleba provides a unique opportunity for a themed drive trail. Story telling along the trail would focus on the Cobb and Co route but it would pick up other interesting features/sites such as the blue lilies near Surat. The presence of these lilies and their inclusion on a themed drive trail highlight the difficulties inherent in developing a narrowly focussed themed drive trail – if the drive trail were to be developed purely along the theme of Cobb and Co, these lilies would more likely than not be excluded.

- A non-indigenous exploration/settlement theme following in the footsteps of Major Mitchell and the non-indigenous settlement of the Maranoa could be part of a drive trail. Such a drive trail could link Surat, Mt Abundance, Roma, Amby, Muckadilla, Mitchell and Mt Moffat. A drive trail with this approach can include many of the heritage aspects of the region (schools, indigenous, railways, mining, natural history, bushrangers etc.). It also psychologically ‘links’ the in-town heritage walk trails in these major towns giving further ‘heritage experience’.

- Local drive trails around Roma, Injune and Mitchell could be developed to build on this spine (the Major Mitchell trail) but observing the logical process of trail development.

Not all of the sites that could be included on a series of drive trails are accessible to the public. Lay-bys on the side of the nearest road could be developed, with old photographs included on the interpretive panel to explain the significance of the site/place. This may help overcome some of the previous problems associated with drive trails in the Injune area.

The range of potential sites for inclusion on these drive trails are:

- Aboriginal history sites
- Early exploration and explorers (eg. Sir Thomas Mitchell; Ludwig Leichhardt; Alan MacPherson)
- Pioneers of settlement
- Droving (and the myriad of stock routes)
- Cobb and Co changing stations and corduroy roads
- Railway history sites
- Old school sites
- Natural history sites
- Mining and mineral exploration sites
- Gas exploration sites

Further detailed research, consultation and field investigations will reveal a range of potential sites that could be included. It is likely that the Maranoa Regional Council
could have sufficient sites of historical and environmental interest to support as many as 4 local tourist drives.

The core of the project will be determining logical and coherent circuit routes; a range of interesting (and different) sites for inclusion; and the directional signage that will be required to link the sites together.

The major cost components of this project are the writing and installation of interpretive signage, supply of directional signposting and the map/trail guide.

_The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only._

**Cost Estimates for Project o): Drive Trails Project**

<table>
<thead>
<tr>
<th>Tasks</th>
<th>Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Consultation (with Council staff, local groups, historical groups, other stakeholders; etc) (allow 3 days)</td>
<td>$3,600</td>
</tr>
<tr>
<td>2. Fieldwork to confirm preferred drive trails routes; location of signs; preparation of sign log (allow 6 days)</td>
<td>$7,200</td>
</tr>
<tr>
<td>3. Preparation of Drive Trail Development Plan (including mapping; sign plans; sign designs; interpretive topics/sites) (allow 10 days)</td>
<td>$12,000</td>
</tr>
<tr>
<td>4. Design of Directional Signage (allowance)</td>
<td>$5,000</td>
</tr>
<tr>
<td>5. Supply of directional signage (shields) / posts / brackets (allow for 40 signs)</td>
<td>$60,000</td>
</tr>
<tr>
<td>6. Installation of directional signage (allow for 40 signs)</td>
<td>$6,000</td>
</tr>
</tbody>
</table>
| 7. Interpretive panels – research, writing, design, manufacture  
  o 4 @ 800mm x 600mm (trailhead)  
  o 50 @ 600mm x 350mm                                                   | $97,500 |
| 8. Installation of Interpretive Panels                               | $8,000  |
| 9. Grading and gravelling of new lay-bys and site improvements (allowance) | $80,000 |
| 10. Site infrastructure (tables, etc)                                 | $20,000 |
| 11. Trail guide – research, writing and production (allowance)        | $20,000 |
| 12. Project management and/or consultancy expenses                    | $2,500  |

Sub-Total $321,800

10% GST $32,180

Sub-Total $353,980

Contingency allowance (10%) $35,400

Total (including GST) $389,380
Project p) – Trails Marketing Program

One of the best mechanisms for ensuring the sustainability of the trails is to have lots of people using them, including local residents and visitors to the area. Four key steps need to be taken to build usage of the trails:

1. Undertake the construction program outlined in this report, to develop the trails as a high-quality experience for potential users;
2. Install high quality interpretive material as set out in this report;
3. Prepare a clear, concise, informative brochure(s) or booklet, including an easy to read map;
4. Inform potential trail users of the existence of the trails, and their recent development.

An important task for this project is defining just how to best utilise the Maranoa Regional Council’s natural and built assets to create a series of walk, cycle and drive trails which will be of lasting benefit to the community.

The Maranoa Regional Council is a place rich in agricultural history, indigenous history and natural heritage. The integrity of the heritage places must be maintained (and interpreted), and doing so will ensure the quality of experience expected by those who visit. For a project such as this to succeed it is crucial that the very sites chosen to support the trails are not degraded (in fact, they should rather be upgraded, as a consequence of this project), and that quality of experience becomes the primary focus of the trails.

Therefore, a trail potentially provides a visitor with a community-based interactive means of experiencing aspects of the settlement history from the perspective of the community, and the indigenous population. The essence of the trails product is to provide visitors with an opportunity to learn more about the local or regional area they are visiting and an opportunity to provide an economic and social base for regional tourism development.

In order to maximise usage of the Maranoa Regional Council Trails Network (when developed) it is necessary to ensure that tourists (visitors to the region and those passing through en route to some other destination) and local people know of their existence. To facilitate this usage, a marketing and promotional campaign is proposed.

The purpose of the marketing and promotional campaign is to create awareness of the attractions of the Council area, and the means of accessing them via the trails. It will generate local support and enthusiasm for the project, as well as generating statewide promotional coverage of the project through local and state media and the formation of partnership opportunities through networking.

Several components are included within the Marketing Plan.

**Develop logo and design standards** - Develop comprehensive brief, select designers - produce colour and mono output versions of logo plus style manual

**Market Planning and Target Marketing** - Engage marketing consultants to provide phone linked mentoring assistance (40 hrs @ $100 hr). Engage marketing consultant to work with local implementation group / tourism operators to review existing tourism products and market test trails concepts (20 hrs @ $150 hr). Develop a 12-month promotional program to promote trails and other facilities, including targeted
advertising, listing of websites, briefing and information distribution to information to linked visitor information outlets, publicity program to niche and mainstream print and radio media.

**Membership Fees** - Establish links with visitors centres and Queensland tourism network through payment of appropriate memberships

**Industry Familiarisation Program** - Develop familiarisation program for tourism industry network eg. local visitor centres, Queensland tourism, RACQ, media

**Postcard Promotion** - design, print and distribute postcards promoting the trails to local residents targeting visiting friends and relatives market

**Brochure Distribution** - contract specialist brochure distribution firm/s for targeted brochure delivery to key information outlets throughout Queensland.

**Cost Estimates for Project p): Marketing and Promotion Plan**

<table>
<thead>
<tr>
<th>Tasks</th>
<th>Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop logo and design standards</td>
<td>$6,000</td>
</tr>
<tr>
<td>Market Planning and Target Marketing</td>
<td></td>
</tr>
<tr>
<td>o Marketing consultants – phone mentoring assistance</td>
<td>$4,000</td>
</tr>
<tr>
<td>o Marketing consultants – review existing products; market test trails</td>
<td>$3,000</td>
</tr>
<tr>
<td>o Promotional program</td>
<td>$12,000</td>
</tr>
<tr>
<td>Membership Fees</td>
<td>$3,000</td>
</tr>
<tr>
<td>Industry Familiarisation Program</td>
<td>$5,000</td>
</tr>
<tr>
<td>Postcard Promotion</td>
<td>$3,000</td>
</tr>
<tr>
<td>Brochure / Trail Guide Distribution</td>
<td>$5,000</td>
</tr>
<tr>
<td>Trails “Guide Book”: research, write and design; cartography; preparation (DL size; 20 pages including fold out map and cover pages)</td>
<td>$6,000</td>
</tr>
<tr>
<td>Printing of Guide Book</td>
<td>$8,000</td>
</tr>
<tr>
<td><strong>Sub-Total</strong></td>
<td><strong>$55,000</strong></td>
</tr>
<tr>
<td>10% GST</td>
<td><strong>$5,500</strong></td>
</tr>
<tr>
<td><strong>Total (including GST)</strong></td>
<td><strong>$60,500</strong></td>
</tr>
</tbody>
</table>
5.5 Summary of Project Costs

In considering all of the cost estimates provided in this Section it must be recognised that these have been provided on the basis that the whole of each job is undertaken. The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

The figures have been calculated at expected consultancy and contractors’ rates, with no allowances made for volunteer input from partner agencies or other sources.

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>Adungadoo Pathway Extensions Project</td>
<td>$651,200</td>
</tr>
<tr>
<td>b</td>
<td>Roma Circuit Trail Design Project</td>
<td>$20,690</td>
</tr>
<tr>
<td>c</td>
<td>Roma Bush Gardens Enhancements Project</td>
<td>$235,570</td>
</tr>
<tr>
<td>d</td>
<td>Lake Neverfill Trail Design and Development Project</td>
<td>$168,700</td>
</tr>
<tr>
<td>e</td>
<td>Roma Historic Walk Design and Development Project</td>
<td>$91,720</td>
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<tr>
<td>f</td>
<td>Mitchell Heritage Walk Design and Development Project</td>
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<tr>
<td>g</td>
<td>Weir Walk Enhancements Project</td>
<td>$38,660</td>
</tr>
<tr>
<td>h</td>
<td>Surat Heritage Trail Design and Development Project</td>
<td>$246,540</td>
</tr>
<tr>
<td>i</td>
<td>Injune Lagoon Walk enhancements Project</td>
<td>$63,950</td>
</tr>
<tr>
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**Total Cost (including 10% GST and 10% contingency)** $2,470,870
SECTION 6: IMPLEMENTATION PROGRAM

6.1 Introduction

Further development of the Maranoa Trails Network is a complex project. There are several stakeholders all with a strong interest in this project.

Maranoa Regional Council has been the primary driver of this phase of work (the preparation of the Trails Strategy) and should be commended for being prepared to carry primary responsibility through this process. Sport and Recreation Queensland have co-funded this work and this contribution is important as it helps achieve their objective of getting more people active through recreation. The community is vitally interested as it is they who will benefit.

Research from elsewhere in Australia lends weight to the belief that a well developed and promoted trail network has the potential to be a recreational resource of significance for the Roma Region.

It is therefore recommended that Council continue to provide significant support to the project and continue to take a leading role in the next phase of the project. Following consideration of this work, the Council and its staff will have developed a detailed understanding of many of the issues and opportunities, and is ideally placed to continue to facilitate future stages. The benefits to the Region, its residents and its visitors of trail development are significant. The active involvement of the Council can help deliver these benefits.

The next logical step (for some trails) is to prepare trail development plans to prepare construction-ready material. As stated in 1.4, this process ensures a maximum return on the investment of Local Governments and others in trail development work. Far too often, people leap to construct trails without any idea of who uses them, why, when, how much it is going to cost, how to market a trail etc. The result is often trails that are underused and eventually ‘return to the bush’. The preparation of trail development plans will deliver high quality, locally focussed and well managed and maintained trails for use by residents and visitors.

6.2 Timeframe for Implementation

While an effort has been made to keep this Trails Strategy relatively simple (ideally with a limited number of projects), there are quite a few worthwhile and deserving projects – mainly as a result of a desire to provide facilities for local people (in addition to visitors). Too many Trails Master Plans are overloaded with ‘actions’ and projects, and can be daunting for those agencies charged with delivering on the outcomes proposed.

This Trails Strategy is project-focussed, as this targeted approach appears the most likely to actually deliver outcomes ‘on the ground’. A range of substantial benefits could be garnered by simply proceeding with any of the projects – these are all simple, stand-alone projects that would deliver tangible benefits to the Maranoa Regional Council area – particularly local people.

However, the entire set of trails projects, including the proposed drive trails, should be regarded as a complete package. It is unlikely that any one trail project would be sufficient to attract substantial numbers of new visitors to the Maranoa Regional Council area – not that this is the main driver of this project. The provision of a
complete package of trail opportunities is far more likely to deliver benefits to the Region. For this reason the Council is recommended to proceed with implementation of all trail projects in a timely manner.

There are a number of tasks that need completion at this early stage to ensure the project’s success. These are:

- Sourcing funds for further detailed planning and development of trails (Section 10 has a comprehensive list of funding sources); and
- Consequent further detailed planning and development of some trails.

These primary tasks are critical to the project’s eventual success and will require human resources.

The implementation program is set out over a ten year period. With sufficient funding, all these projects could be brought to fruition in a shorter timeframe, providing skilled and experienced project management is available. The suggested implementation program is a guide only and could be variable given current resources, funding, and community interest in any given year.

The good news is that there is an ever-increasing propensity for State and Federal government departments to provide funding for non-motorised transport and tourism projects (detailed in Section 10). Consequently, the total project costs that are included within this Trails Strategy ought not be considered overwhelming. There is funding available. However, it will take a concerted effort by Maranoa Regional Council to apply for, and secure, this funding.

The priority timetable is designed to spread expenditure relatively evenly throughout the 10 year period, and is also designed to ensure some efficiencies in project planning (the design/plan elements of relevant projects are heavily represented in the first three years of the timetable). It also recognises that sourcing significant amounts of funds may take some time; therefore significant expenditure is not scheduled for the first year.

The Drive Trails program is seen to be the most important priority recognising the work that has already been undertaken and the interest by Council staff – this project is likely to be funded by State and/or Federal Government programs quite separate from traditional sources used to construct non-motorised trails and pathways. The Adungadoo Pathway extension project is a major project and has been spread out over six years in recognition of its costs. However, if Active Roma is able to gather sufficient funds together earlier, the project could proceed. Projects scheduled for the latter part of the time period recognise the existing demand and supply situations in the towns where they are scheduled. Two projects – the Roma Circuit Trail Design Project and the Yuleba Passport Project – only have design costs included in the schedule. In the case of the Roma Circuit Trail project, it is not clear if an entire loop trail is feasible and how it might be developed – it is therefore very difficult to put an indicative cost on the project. If it is feasible, its construction could begin in parallel with the last section of the Adungadoo Pathway Extension project. In the case of the Yuleba Passport Project, this is a project requiring significant community support rather than significant direct funding. Its “place” in the schedule recognises this issue.
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* Costs of project development cannot be estimated
** Trails Marketing Program should have a part-allocation each year from Year 2 to Year 10, but the bulk of expenditure will be in Year 10 when all trails are complete.
6.3 Availability of Trail Information and Promotion

Access to information describing the location of existing trails is surprisingly difficult in many places in Australia. In most locations, a multitude of organisations, both government and local government, and community groups that manage the natural areas and parks within a local government (and surrounding local government areas) makes the accessibility of pertinent information complex.

For most people, land management boundaries are meaningless and irrelevant. One area of open space appears much the same (from a user perspective) as the next. The community does not discern any difference between management agencies. Therefore, when attempting to acquire information, the community would assume that whatever trails information is available would be readily accessible at many outlets. Usually, information about trails is difficult to obtain.

It was noted with interest that there were limited trail brochures for existing trail within the Maranoa Regional Council area (and some of these are incorrect) and limited promotional signage for any of the trails.

A priority action would be to establish a centralised location for the distribution and dissemination of trail information for the Maranoa Regional Council area. All trails related brochures and leaflets (when prepared) should be made available at least in one location – preferably more. Potential trail users should not be expected to travel all over the Council area seeking the information they desire – just because different management agencies (or even the same agency) look after different areas of the natural environment and the trails therein. Trailhead mapping is recommended for all trails.

6.4 Mapping of Trails

An essential requirement of any trail is appropriate and adequate mapping – for use both on trailhead signs and promotional material (including brochures and web sites).

Maps provide a quick visual representation of the trail route – indicating primarily the route of the trail, the destination, whether it is out and back, or a loop.

Good mapping will contain an array of information, including:

- access roads from nearby towns (and distances)
- north point and scale bar
- trailhead location
- trailhead facilities (eg. parking, picnic tables, toilets, barbecues, etc)
- difficulty level (easy; moderate; difficult; disabled)
- length and duration (and direction of travel if one-way loop)
- points of interest along the trail, including geographical features
- symbols indicating location of interpretive panels (if any)
- other information if relevant and appropriate, such as crossroads, cross tracks, trailside furniture (seats, shelters, lookouts), viewpoints, emergency (fire) escape routes, etc.
SECTION 7 - GENERAL TRAIL DESIGN ISSUES

7.1 Introduction

This section of the Report addresses a series of matters relating to trail design and development – to achieve trails (and paths) that are constructed with minimal disturbance to the natural environment, are sustainable and that require minimal maintenance. The following information is provided as a general guidance to trail construction. Each trail may have some unique elements that will need to be considered when detailed trail planning and construction are undertaken.

Economic development opportunities around the trails network are discussed in Section 7.7.

7.2 General Design Considerations

7.2.1 General Considerations for Sustainable Trails

In general, the following general design and location considerations should be taken into account before and during construction of any trail of path:

- Following existing tracks/trails where possible to minimise disturbance to the landscape.
- Avoiding poorly drained areas.
- Ensuring local drainage is maintained along natural watercourses where possible.
- Avoiding dense understorey where possible.
- Avoiding areas of dense vegetation that may require heavy clearing.
- Avoiding environmentally sensitive areas (e.g. areas of endangered flora).
- Using debris from trail clearing to prevent use of unwanted paths.
- Removing conflicting inappropriate vegetation if necessary and as approved.
- Avoiding localised high points to ensure even path grades.
- Avoiding long straight sections with long steady grades. Trail to meander to take advantage of natural and man made features and to create interest.
- Avoiding areas with high erosion potential.
- Locating path near to points of interest.
- Taking note of safety hazards and avoiding where possible.

Careful examination of aerial photography, supported by extensive on-the-ground verification, will determine the best possible routes of proposed trails to be selected that maximises use of already-disturbed locations and that minimises the need for clearing of vegetation.

Good trail design encompasses re-use of material. At Uluru, the trail builder has used debris from trail clearing to prevent creation of unwanted paths.
Effective drainage will be essential along the proposed trails. Nothing is more devastating to a trail surface than extensive use in wet, boggy conditions. Such use in wet periods on unstable areas may loosen the trail subsurface and will create an ongoing maintenance problem.

Similarly, allowing water to flow down a trail without creating ‘run-off’ opportunities is quite clearly going to produce erosion problems. Siting of a trail route on higher (level) ground should be an aim. On sloping landscapes, trails need to be constructed with water bars and, in some cases, surfacing should include soil stabilising products such as Ecotrax. Whilst such product can add around $3/square metre to the trail cost, the reduction in maintenance needs and the longevity of the trail means it is a wise investment.

Choosing appropriate materials for a trail’s sub-base and topping (surface layer) is critical to the longevity and suitability of the trail for the intended user groups.
Culverts and other drainage controls should be used to direct run-off away from the trails where needed. It should be noted that some slope is desirable on shared-use trails. A perfectly level trail will hold water (ponding), creating mud holes which then become maintenance problems.

7.2.2 Trail width and ‘Height’

Trails will have different widths depending on their intended uses. Walk trails should be 1.0 – 1.5 metres wide.

To function effectively as shared use trails, a walk/cycle path should have a standard trail width of 2.5 metres. A width of 2.5 metres complies with the requirements for a “Shared Use Path” (as set out in Austroads’ “Guide to Traffic Engineering Practice – Part 14 – Bicycles”), enabling cyclists and pedestrians to comfortably and safely share the path. This width also enables people in wheelchairs, and parents pushing prams, for example, to easily enjoy the path with other users. This has been identified as a major need in many of the public meetings and returned surveys. It is important to ensure that an entire trail is available for a wide range of users (including people with disabilities, parents with prams, etc) rather than having the trail solely for able-bodied walkers. Maintaining consistency of width is important – particularly when cyclists are likely to be the main user group using a trail. People in wheelchairs, and cyclists, need ample space to pass each other without having to divert off a path or trail.

A trail that is 3 metres wide allows for all three user groups (walk, bike, horse), though the project proposes no horse trails at this stage. In designing trails to cater for horse riders (as well as other users), an alternative design technique involves constructing a trail up to 4 metres wide, with the outer metre on one side being a separate surface for the exclusive use of horses.

Overhead clearance is also important for all trail users. Figure 7.1 below shows the clearing envelope (height and width) for a shared walk/cycle path.

Figure 7.1 – the clearing envelope for a shared use path
For horse trails, overhead clearance should be maintained to approximately 3 metres from the trail surface, to ensure that horse riders have clear 'head space'. All overhanging vegetation - and that which intrudes from the sides into this 'corridor' should be cut back on a regular basis. Care should be taken that sharp and dangerous 'points' are not left in this pruning process. A horse riding trail will need to have a greater clearing envelope although a 500 mm verge on either side of the formed trail (no matter its width) is adequate.

7.2.3 Trail Surface Material

The proposed trail projects have different surfacing requirements depending on likely use and the nature of the existing trail (where a trail is to be extended). A smooth natural earth surface is most appropriate for some of the proposed trails. Trails that would require only such surfacing are:

- Lake Neverfill (Roma)
- Weir Walk (Mitchell)
- Injune Loop
- Judds Lagoon (Yuleba)

The existing earth surface should be firm enough in most locations to provide pleasant walking conditions, and should be pleasing to the eye of walkers. Some short sections of existing trails require additional fill material, especially where the trail alignment is steep and is subject to erosion. These areas are not extensive.

A smooth compacted surface is most appropriate for shared-use trails. The surface should be firm enough to provide cyclists with a relatively smooth ride, and free of potholes and undulations. It is also important to provide compacted surfaces for wheelchairs, strollers and similar ‘vehicles’ where this is appropriate and has been requested by the community.

Existing footpaths should be utilised or new hard-surfaced paths should be constructed for:

- Mitchell Heritage Trail – though the river stretch of this trail should be left as a natural earth surface.
- Surat Heritage Trail – though elements of this such as the eastern extension to the Aboriginal interpretive shelter should be developed as a natural earth surface.
- The extension of the Adungadoo Pathway in Roma.
- Finalisation of the Roma Bush Gardens Walk.
- Injune Heritage Trail – this trail is likely to be a combination of hard surfaces (both in-town and along the lagoon) and some natural earth surfaces.
- Wallumbilla Pathway.

Some of these trails already have existing hard surfaces for their lengths and this should be continued.

The final decision on surfacing for each trail (what combination of hard and earth surfaces) would be made as part of the trail development planning process.
7.3 Safety Considerations

The most significant safety issue is that which relates to possible conflicts between different types of trail users – legal and illegal - for example, walkers and trail bikes, or cyclists and walkers. Effective signage will greatly limit this potential problem. The incidence of conflict with mountain bikers and horse riders is likely to be low, given their low usage levels. Greatest conflict will occur with motorised users, such as trail bikes.

7.3.1 Road Crossings

Road/trail crossings always present a special hazard which must be addressed carefully. A crossing should have enough space cleared and levelled on both sides of the road to allow users travelling together to gather in a group and cross en masse. One-at-a-time crossing greatly increases the overall time in the roadway and therefore increases the likelihood of encountering a vehicle. Each crossing should ideally be at a straight, level area allowing both trail user and vehicle driver good visibility and the driver ample stopping distance (if possible).

Signs required to create safe road crossing are outlined in the next section of this report. The trail should be clearly marked on each side of the road for easy recognition and the crossing be designed to move the trail user away from the road reserve as quickly as possible.

If at all possible the trail should not slope down - or up - to the road. Such slopes elevate danger levels considerably.

Conformity with road crossing detail as specified in Austroads’ Guide to Traffic Engineering Practice - Pt 14 - Bicycles is essential.

7.4 Signage

Several kinds of signage are required on the various trails, including distance, directional, promotional and interpretive signs. Each should be standardised along all trails and, where appropriate, concordant with relevant local or Australian ‘standards’ or practices.

Intersection of Shared Path and Road – Preferred Treatment (Minor Crossing)

Source: Austroads Guide to Traffic Engineering Practice – Pt 14 – Bicycles: Figure 6-35 Page 97
The chosen colours of all signs should be uniform throughout each of the individual trails. The use of distinctive trail markers and colour scheme is important on any trail. The use of a logo engenders a sense of uniqueness. Designing a logo or number of logos for trails (perhaps through a design competition) would be in keeping with Council’s commitment to public art and continue to foster a unique sense of identity for the Region.

Care must be taken with all forms of trail signage that it does not create a negative visual impact along the route. This is particularly important in areas that are rich with natural vegetation, where the priority should be to preserve the ‘feel’ of the trail. The extent of directional signage will depend on the target market – the more ‘rugged’ the trail, the less the need for trail markers, but the more important it is to have clear information at the trail-head (warning of trail conditions, length, duration, etc).

Trail markers need to be placed at regular intervals along each route – and particularly at corners and junctions. The spacing and location of these markers will depend on the local factors, and intended user groups.

Directional signage along the in-town heritage trails is strongly recommended, and it will enable visitors without trail maps to easily navigate their way around each trail. A style similar to that installed on the Guilford Heritage Trails is recommended (see photos).

7.4.1 Directional Signage

Trail markers need to be placed at regular intervals along all trails – particularly at corners and junctions. As the proposed trails within the network will attract a large number of novice (inexperienced) trail users, it is considered appropriate to install markers at closer intervals than would normally be the case. It is recommended that directional markers be placed on treated pine post totems every 100-120 metres. The pine posts should be 125-150mm diameter, 1.5 metres in length, and buried 600mm in the ground. At these recommended spacings they should be clearly visible in the near distance and minimise confusion and uncertainty. The standard colour scheme is black on a yellow triangle, but given the uniqueness of some of the localities a situation-specific colour scheme should be considered. The trail markers should have a distinguishing symbol.

Markers are usually not required along straight sections of trail as the trail is usually clear and obvious, but given the fact that the trails network will attract entry-level trail users, it is recommended that additional trail and directional markers be used to assist these users. The use of a higher number of directional trail markers will result in even the most inexperienced of users feeling confident that they can remain on track.

Markers should be either vertical (straight ahead) or horizontal (turn here). They must be affixed with at least 2 nails (on pine posts) to prevent them being turned or removed by vandals. Alternatively, the direction markers could be affixed with glue/silastic. Direction markers should be a triangle, made of aluminium, not less than 1.6mm thick, 80mm wide at the base, and 110mm high.

7.4.2 Promotional Signage

It is recommended that a ‘promotional’ sign be erected at any road crossings (facing passing motorists) to give prominence to the trails. For example, the installation of “Mitchell Heritage Trail” signs as suggested will make motorists and other road users more aware of the trail, hopefully inducing greater attention and enquiry when driving in the area. This style of promotional signage has been used to great effect on the
Bibbulmun Track, the Munda Biddi Trail, the Mundaring Railway Reserve Heritage Trail and other notable trails in Western Australia. Signage should be constructed as a 1200mm x 250mm x 3mm aluminium panel (painted both sides). The aluminium panel should be constructed with a 10mm ‘lip’ to provide greater strength. The sign should bear the name of the trail and have an identifying logo on both sides.

The Guildford Heritage Trails are an excellent model for how in-town heritage walk trails should be developed. They feature interpretive panels (left photo) for each ‘site’ along the trails, and excellent directional markers (right photo) for each of the three trails.

Signs should be mounted on 100mm – 150mm treated pine posts approximately 1 metre out of the ground. The actual posts would be either 1.5 or 1.8 metre long, thus having 600 - 800 mm in the ground. The sign would be placed in a slot cut in the top of the posts, and security bolted through the post. An alternative construction method is to use routed timber signs.

### 7.4.3 Distance and Direction Signage

Recognising that users may join any of the trails at several locations (regardless of the recommended and mapped starting points), installing distance and direction signs at prominent features will not only benefit those joining the trail at that location, but provide additional information for users already on the trail. It is recommended that these signs be a 180mm x 250mm x 3mm aluminium plate placed on pine ‘totem’ 210-240mm posts. The plate should indicate the distance to the upcoming features along the trail.

### 7.4.4 Warning Signage

There are a number of locations along the trails which demand warning signage, primarily at road crossings. Warning signs are 'standardised' using the red or, as is the case for road crossing, a “Road Ahead” yellow diamond warning sign some 50-70 metres before a crossing, with a red triangular “Give Way” sign on the verge at the road.
crossing. On trails used by walkers only, it is suggested that only “Give Way” signs be required at the edge of the road.

7.4.5 Trail Crossing Signs

Some of the trails have road crossings along the route. The challenges come in ensuring that these crossings are safe for future trail users, while the opportunities surround the passing traffic who can be alerted to the trail's presence. Such ‘opportunistic’ promotion can only be good for the future of the trail in raising awareness and increasing user numbers.

To facilitate a high level of information - and therefore a high level of safety and amenity - standard trail crossing warning signs should be used on the roads, and on both sides of the trail.

7.4.6 Other Attractions Signage

Signs should be installed along the trail clearly directing visitors to other attractions which may be located nearby. Examples include commercial enterprises such as bakeries, cafes, tourist attractions, and accommodation, townships, and natural features such as rivers and weirs.

7.4.7 Interpretive Signage

Interpretive signage is discussed in detail in Section 8.

7.5 Boardwalks

Boardwalks are good solutions in environmentally sensitive areas where an access structure of flexible design and alignment is required to avoid ecologically critical areas, or minimise vegetation clearance. A boardwalk should be built along the Roma Bush Gardens Walk and may be required elsewhere. Boardwalks are a well-accepted trail construction technique, and can often replace conventional trail and path construction resulting in:

- Less damage during the construction;
- No erosion problems caused by construction processes;
- Trail surface does not wash away at times of higher water levels;
- No revegetation needed because of minimal construction disturbance;
- No change in drainage patterns (and subsequent effects on flora and fauna) caused by the damming effect of pavement construction or concentration of water by use of stormwater pipes; and
- Constraining the users to the defined pathways and minimising damage to flora.

Proper evaluation of soils is critical to the economy of the system and the performance of the boardwalk. In most trails, the underfoot conditions are poor and variable. A detailed soils evaluation of the site enables more informed design decisions as well as reducing the risk for the construction contractor.

As the main use of the proposed boardwalks is recreational, it is unlikely that they will be used during extremes of weather (as opposed to those serving trips to work/education). For economy, all timbers (headstock and above) should be above the extreme water level (occasional wetting is not a problem). A minimum width of 2.5 metres is required in keeping with the shared use nature of the Trail.
The issue of whether to use handrails on a boardwalk is a complex one. The purposes for using handrails are many:

- Confining the user to the boardwalk to prevent damage to the environment;
- Guiding the user;
- Preventing falls from the boardwalk especially when the consequences could be serious e.g. on to rocks, into deep water;
- Providing rest opportunities - to lean against;
- Crowd control - so users are not pushed over edge; and
- Providing for the disabled.

Disadvantages of handrails include:

- Increased cost;
- Visually intrusive especially on trails in natural areas;
- Debris catchers especially on trails that can be submerged in flood;
- Nearer the eye height so minor misalignment, poor workmanship, timber defects are more evident i.e. requires competent carpenter; and
- Handled surfaces have to be free of splinters and preservative oils. This requires paint systems that are more labour intensive to apply and maintain.

Handrails are required where the fall to the wetland is more than 1 metre. The construction of a boardwalk without handrails will significantly reduce costs, and provide for a low profile and less obtrusive structure which visually is more aesthetically pleasing. Along the Roma Bush Gardens Walk, the fall to wetland is less than 1 metre obviating the need for handrails. Interpretive panels could be affixed to the boardwalk, and these will add considerably to the trail experience (and the trail cost).

Pre-cast concrete boardwalks are an innovative technique being used around Australia. Pre-cast concrete boardwalks may offer a better and more cost-effective design solution than traditional jarrah or pine boardwalks. The manufacturers (Rocla) claim they have low impact site access, are environmentally friendly, are suitable for most terrains, have longer life and less maintenance, are quicker to install and are fire and termite proof.
Composite Fibre Technologies (manufactured at Toowoomba by Wagner) are another innovative potential product that could be used for boardwalk construction. The manufacturers claim that the technology offers high strength, low weight and long service life. One significant advantage over concrete is easier shipping due to weight.

7.6 Trail Furniture

All of the trails, being in an area with scenic viewpoints and interesting outlooks, have a number of locations well suited to the placement of trailside furniture which would benefit all trail users. Trailside furniture could include bench seats, and interpretive panels. Where formal trailheads are developed, it is appropriate to include a picnic table in the trail development program.

7.7 Trailheads and Parking

A formal ‘trailhead’ is vitally important to give trail users a defined starting and ending point. It is valuable to have a defined location for a large interpretive/information/mapping display, from which all directions and distances are taken, and to which users from further away can be directed.

Trailheads should generally have ample places for parking of cars (and tour buses if desirable), picnic tables, and trailhead signage.

7.8 Economic Development Opportunities

7.8.1 Complementary Business Opportunities

There are a number of economic opportunities arising from consideration of the trails as a package. Established trails elsewhere provide good indicators as to the types of complementary businesses that work successfully. The Riesling Trail (South Australia’s premier rail-trail in the Clare Valley) is seen to attract a variety of visitor types to the region; visitors have both wine and non-wine interests. The trail is seen as highly important to businesses in the area. Businesses were passionate about the trail and believed it contributed to their businesses as well as helping to position the area as an authentic leisure holiday destination. There was a definite opinion amongst businesses that the Clare Valley would not be the same without the trail and that it had contributed to business formation as well as business growth (Market Equity 2004).

A large number of accommodation businesses along the Riesling Trail are prospering due primarily to the trail. Riesling Trail Cottages and Riesling Trail Bush Cottages are two accommodation enterprises, amongst many, trading on their proximity to the trail. Whilst there are such businesses in Maranoa Regional Council area presently, there are opportunities for more should the trails be further enhanced.
Elsewhere in Australia, “trail businesses” have identified that there is a significant market in packaging weekend breaks (to include accommodation, meals and bike hire in some cases) so that visitors can enjoy a multitude of activities in a location based on using one or many trails in an area. Bibbulmun Track “businesses” have established such activities – the Bibbulmun Walking Breaks provide such a package for those who enjoy walking but do not want to carry a heavy pack or camp overnight. In 2002, the Walking Breaks program won a national award for innovation in travel in the Jaguar Awards for Excellence and has been a contributor to the $21 million annual expenditure by Bibbulmun Track users. As the Walking Breaks prove, good marketing of such a package would mean that overnight stays in the region would increase accordingly.

A critical role for Council is in ensuring the climate is right for such business to get established. The planning scheme needs to ensure that the development of complementary facilities such as bed and breakfast establishments and camping facilities are positively encouraged through the development assessment process.

7.8.2 Opportunities for Bird Trails

The trails package presents an opportunity to showcase the diverse flora and fauna of the Roma Region to residents and visitors alike. There is an increasing community awareness of wildlife and a desire to view it in its natural state. Several local governments in Queensland are promoting bird trails as a means of attracting tourists to their areas. Bird tourism can mean significant economic development opportunities with enthusiasts travelling the world in search of bird species. An opportunity exists to involve local indigenous representatives in providing an indigenous perspective (including bird names) on the bird life of the region along any of the trails.
SECTION 8: INTERPRETATION AND INTERPRETIVE SIGNAGE

8.1 Introduction

Interpretation is the key to the success or failure of many trails. Trails can be regarded as merely the vehicle for telling stories - for educating and entertaining people. People often move along a trail at a more leisurely pace than that of their everyday lives. This slower rate of travel, a more relaxed frame of mind and openness to new experiences provide ideal circumstances to educate trail users on all aspects of the country through which they pass. There are many stories that can be told along the trails. The provision of interpretative material will greatly enrich the experience of trail users. On-trail interpretation is becoming more and more of a feature of trails built in recent times.

Interpretation reveals the meanings and relationships of our cultural and natural heritage to visitors, through first hand experiences with objects, artefacts, landscapes, and sites. Every aspect of our heritage has a story to be told. Heritage interpretation tells the tales of the land, past activities and land uses, its people, animals and plants, and in the telling, helps people form connections with our heritage. The history of various agricultural pursuits, and the successive waves of people who have lived and/or worked in the area, have a vast multitude of stories waiting to be told.

Visitors want to learn, see, and do! They travel to heritage sites and tourist areas for a mix of memorable educational experiences that are at the same time fun or entertaining - in short, they want "edutainment".

Interpretation is also important for residents - it provides a sense of identity both to older residents and to those who have settled more recently. Surviving heritage places provide an important link with the past and can enrich the understanding of what has happened in the region. Interpretation helps bring an area’s heritage ‘to life’, making it more accessible and making it part of the trail experience.

The quality of interpretation is often the key to the success - or failure - of trail projects. While some trails can rely upon the natural beauty for attracting visitors, most successful trails rely heavily on good quality interpretation to be successful and well used. What will make the trails of Maranoa Regional Council popular attractions will be the quality of the interpretive material, and the manner in which that interpretive material is presented and delivered. The trail interpretive material will encourage interaction and immersion, thus providing a far more rewarding learning experience.

Specialist interpretation consultants can be engaged to undertake the necessary research, consultation, writing and design of the panels, and to arrange manufacturing and delivery. One of the critical elements will be capturing the stories from local people. At all the public meetings, it was indicated that each of the towns have lots of good stories around the town that could be told on a trail. People love to tell the stories - how can they be preserved was a common question asked.

8.2 What is Interpretation?

Interpretation is commonly defined as “a means of communicating ideas and feelings which help people understand more about themselves and their environment” (Interpretation Australia Association). In simple terms, it is the process of communication between the visitor and the values of a place (Perrigo 2004). Perrigo argues that the best definition comes from a 1957 publication by Freeman Tilden entitled “Interpreting Our
Heritage”. He wrote that interpretation is “an educational activity which aims to reveal meanings and relationships through the use of original objects, by firsthand experiences and by illustrative media rather than simply to communicate factual information”. According to Perrigo, this definition has stood the test of time.

Through interpretation:
- Visitors will be inspired. This will lead to increased commitment to the trail as an entity;
- Visitor numbers and the duration of their stay will increase;
- Visitors are more likely to visit again;
- Visitor diversity (user patterns) will increase. Examples will be children, adults and sections of the community particularly attracted to a theme or storyline; and
- Grants and other support are likely to increase.

Perrigo believes that interpretation can provide the knowledge, awareness and understanding that propel visitors to make a commitment to the objectives of a trail. This is a goal worth striving for.

### 8.3 Planning Interpretation

Perrigo (2004) argues that, in the past, interpretation has been treated “as a walk-on part in the last act of a management plan”. Rather than embracing and engaging interpretative principles into management plans, “bits and pieces” are often added at the end. Usually interpretation programs are the first to be lost in budget cuts. This is not the desired approach. Perrigo argues this is changing and that there is a slow but growing recognition that interpretation is an essential tool for management of places and that resources are increasingly made available for interpretive material.

It is therefore important for the trail managers to give serious thought to planning and implementing interpretation in the early stages of the project development. This does not necessarily imply that interpretation material has to be in place from the trail launch (or re-launch) though this would be a commendable outcome. However, interpretation should be an integral part of the trail development process. It is important that information included on interpretive panels be both appealing to the reader and accurate. In planning and writing interpretation, both these elements need consideration (like many tasks, the writing of interpretive panels is a task that needs doing professionally). It is also important that existing interpretive information be checked for accuracy prior to the promotion of an individual trail.

Interpretation must be planned within existing funds. Funding should be sought as soon as the decision to proceed with the trail project(s) is made.

### 8.4 Delivering Interpretation

Several delivery methods are commonly used on trails:
- On-site interpretive signage;
- Detailed trail guide books and/or brochures;
- Website;
- Audio interpretation; and
- Visitor/interpretive centres.
Of the methods set out above it is clear from experience on similar trails elsewhere that quality interpretive signage offers the most reliable and cost-effective means of delivering stories to local people and visitors. Trail Guides and brochures can also offer excellent interpretive potential, but they should work as an adjunct to signage rather than a stand-alone method of delivery as not everyone will wish to purchase a copy of a Trail Guide or be in possession of a trail brochure.

Similarly, audio interpretation can function very well as an adjunct to signage and a printed guide, but it is also not a stand-alone answer.

8.4.1 On-trail interpretive Signage

8.4.1.1 Vandalism and Weather Impacts

Installing signage in outdoor locations can be a risky exercise. Vandalism and harsh weather conditions can take a toll on signs of many types, and can rapidly reduce the effectiveness and value of what are often substantial capital investments.

A wide range of materials is used for interpretive panels across Australia. These vary substantially in terms of longevity/hardiness and price. Simply put, the cheaper the panel the more prone it is likely to be to vandalism and the shorter the period that it will retain its full original ‘colour’ and therefore its aesthetic appeal. Experience in many locations has shown that vandals and the weather can combine to make life difficult for interpretive panels, and can quickly erode the investment made by the host organisation.

In order to circumvent this outcome architectural-grade etched anodised aluminium panels could be used in this project. In countless similar situations across Australia these panels have proven themselves to be as close to indestructible as is possible. They are also stylish and attractive to trail users. Etched anodised aluminium panels retain their high-quality aesthetics into the 10-year (and beyond) timeframe – regardless of weather. Further, this material/process has the greatest resistance to vandalism (paint, ink, felt pens, scratching, impact damage etc) of any known option on the Australian market. Etched anodised aluminium panels are more expensive than other styles but have proven to still provide better value for money over the longer term. Not surprisingly, this grade of etched anodised aluminium is at the more expensive end of the range, and can cost up to double some of the cheaper options. Further, only one manufacturer (Armsign Pty Ltd, Lismore, NSW) produces these panels. It is important to note that other manufacturers produce ‘photo-anodised aluminium’ panels (generally at a cheaper rate) – but this is NOT the same process and does not produce the same quality or longevity. While this ‘monopoly’ may lead to concerns about inflated prices, it has been found that Armsign are genuinely committed to a competitive approach, knowing that their panels are always being compared with cheaper processes. This ensures that their quotes give good value-for-money, despite the lack of direct competition. Many clients do not understand the (significant) differences between various aluminium-based panels and therefore apply continuing pressure to Armsign’s costing regime.

It is worth noting that technology is changing rapidly, and new materials and processes are making full-colour digital print panels more attractive than in the past. Full colour digital printing is now being reproduced on outdoor trail signs – providing trail users with an eye-catching display. While they are more easily damaged and do not last as long in full-sun situations they are cheaper to produce – and may be worthy of consideration.
Experience from elsewhere (such as the Northern Territory) has indicated that full colour signs (even in the harsh conditions experienced in central Australia) can last over 5 years. Many manufacturers are experimenting with full-colour digital prints.

8.4.1.2 Artistic approaches to interpretive signage

There are a number of innovative and artistic ways that information can be presented “on-trail” other than simply by a standard interpretive panel (one colour, two colours or full colour). Sculptures and wrought steel are two ways that provide interesting ways to present information to an audience that may be jaded by standard interpretive panels. The following photo collection indicates some of the successful ways used elsewhere in Australia to capture the audience’s attention.

Above: Architectural-grade etched anodised aluminium panels on a powder coated aluminium pedestal post have been the traditional way of presenting interpretive information.

Above: Commissioned artworks and sculptures, such as these on the Long Paddock drive trail in NSW, are becoming more of a feature on trails.
Above: Uniquely designed interpretive panels – similar to these on Queensland’s Bribie Island - could be a feature of any of the recommended trails.

Above: These interpretive panels at the base of Uluru combine steel cut-outs, limited text on some panels and a solar-powered audio story. They tell the story of the Mala, the rufous hare wallaby dreaming.

Above: An innovative feature on the Old Beechy Rail Trail (Victoria) is the use of rusty steel cut-outs. The steel structure pictorially illustrates timber cutting, farming history and other agricultural practices over the years.

Above: This sandstone plinth at Fremantle (WA) forms the interpretive material for the Authors Trail – it includes extracts from the author’s book and is a striking feature of this urban trail.
8.4.2 Printed Interpretive / Mapping Products

All trail users require information, to safely access and enjoy the trails in question. Delivering that information is often a challenge for trail providers, and is commonly one poorly met.

Ideally all trails should have a brochure which will contain an accurate and informative map, showing clearly the various routes that are possible, defined access and egress points, appropriate trail behaviour information and interpretive material. In addition such a map/brochure should show distances between points, and could provide basic 'trail notes' where appropriate.

Preparing such a brochure or booklet involves choosing a vital (but sometimes tricky) point on a spectrum between a glossy advertising product and a dreary and/or amateurish give-away. Information must be clear, concise, accurate, interesting and enjoyable. Good design can help produce a visually pleasing and educational product which will still fulfil its primary role of providing essential route-related information.
Aesthetics should never be allowed to overwhelm the provision of vital information such as distances, warnings (road crossings, other users, etc) and directions.

Distributing such a product can be difficult. Visitors to the trailhead may not even be aware that a brochure exists. Consideration should be given to distributing brochures from many locations in the region such as the Council offices, cafés, accommodation facilities and other shops, Visitor Information Centres and - possibly - from dispensers at the trailheads.

Several other mechanisms exist for wider distribution (or just to raise awareness of the brochure/trail) via stories in local newspapers circulating in the region, tourist bureaux and equipment suppliers.

When trails are developed and available for use, the recommended approach is to devise a ‘package’ of trail information – a small booklet which contains maps and other information about the complete set of trails that are available in the Maranoa Regional Council area.

Written material, as contained within a brochure or trail guide, will provide information – and inspiration - to local people and visitors wanting to use the trails. A high quality trail map / brochure is an essential item for a trail network such as this. It should serve a dual purpose, functioning as:

- A promotional tool, to alert local people and visitors to the presence of the trail network and the experience on offer; and
- A basic route-finding map, of sufficient clarity to guide people around the trail.

Several different styles of brochure and/or booklet are available. However, a brochure that is of a size that is easily inserted into a pocket is the best approach. A DL size booklet (created by folding paper of dimensions 210mm high and 200mm wide) stapled along the spine would be the obvious choice. It can be as many as 40 DL pages – providing sufficient capacity for the following elements:

- Introduction to the Region and the trails network;
- Guidance on using the trails safely and comfortably;
- Map of the trails network and a map of each trail;
- Trail notes, describing key points along the way and relating them to distances and directions;
- Educational information about trail usage, safety and etiquette;
- Photographs of special buildings and places along each trail;
- An abbreviated story about each site;
- Emergency contact details and directions;
- Clear indication of routes to and from the trail head and parking areas, and guidance on do’s and dont’s regarding usage;
- Details about obtaining further information from and directions to local museums and Visitor Information Centres.

In summary, the brochure or booklet MUST be professional. It should be articulate, enjoyable to read, easy to follow, informative, educational and should inspire confidence in being able to follow each trail route. It is the primary point of contact with trail users
and should be at least as good as the trail itself. There is no more certain way of condemning the trail to an uncertain future than by producing a sub-standard brochure/map.

There are many fine examples of trails booklets available, and the booklet prepared for the suite of trails to be developed in the Maranoa Regional Council area should be modelled on the best of those available.

A promotional brochure could also be prepared to alert local people to the existence of the new trails (when developed). The promotional brochure should be double-sided A4, folded to DL, in full colour on an attractive recycled stock of about 100 – 110 gsm. This is the same ‘size and shape’ as the proposed booklet.

This promotional brochure, produced at the time the trails network (with interpretation) is completed, could be distributed throughout Maranoa Regional Council (via a letterbox drop, or circulated with rates notices, or included in a locally circulating newspaper, etc). It is likely that this brochure may stimulate an increase in exercise among the local population – opening up access to other grant programs.

8.4.3 Website Development

Additionally, the same basic information contained within the trail booklet and brochure should be uploaded onto Council’s web site. Websites are now a well-established mechanism for promoting trails.

It is important that the website give ample information about accessing the trails. It should encourage local people to use the trail network and potential visitors to visit, but also give those who may not be able to visit a worthwhile experience.

The actual format of the website needs to be developed in conjunction with specialist website designers but should cover all the major storylines and themes and include the following:

- Images (photographs and/or sketches) of some of the notable sites – contemporary and historic;
- Historic information;
- Location map;
- Information about the various activities and facilities available;
- Links to other relevant sites; and
- Downloadable education materials.

8.4.4 Audio Interpretation

Another means of delivering interpretive information to people on a trail is via audio interpretation. This can take several forms:

- CD’s – which trail users play on their vehicle CD player (best on drive trails);
- Narrowcast FM – where drivers turn their car FM radio to a specified FM band and listen to a broadcast from a ‘player’ installed at the site (also best on drive trails);
- MP3 technology - downloadable audio tours and podcasts allow visitors to listen to selected tours on their personal MP3 players and computers, on-site, at home and in the classroom;
- On-trail ‘talking devices’ – which set in motion a pre-recorded sound track; and
- Mobile Phone – where visitors call a particular number and listen to a pre-recorded sound track.
Maranoa Regional Council Trails Strategy

While audio interpretation (in the form of 2 x CD’s) has been a highly successful feature of the Golden Quest Discovery Trail in the Eastern Goldfields in WA (and narrowcast FM has been successfully used on other drive trails elsewhere in WA) it is not generally the primary means of providing information to walk or cycle trail users. Rather, it offers *edutainment* to occupy travellers in what can be quite long stretches between stopping places on a drive trail. Further, production of the Golden Quest CD’s was aimed at aiding sales of the (substantial) Guide Book, which was seen to be a significant long-term source of income for the trail.

While a small Guide may be produced for the proposed trails, its reduced scale (and therefore significantly lower retail price) would make it hard to justify the added production costs associated with audio interpretation. However, should Maranoa Regional Council desire opportunities to sell "products" based on the proposed trails network, future consideration could be given to a CD that could be packaged with the proposed trail guide.

The advent of MP3 technology has enabled visitors to an area to quickly and easily download a tour as an MP3 file onto their computer then transfer this directly onto an MP3 player, PDA or Smartphone. In addition, podcasts can be delivered on a regular basis to users who wish to subscribe. The key benefit is that visitors are in control of exactly where and when they listen to the audio program. An excellent example of use of this technology on trails is the Discover London initiative. Londoners and the capital’s cultural tourists alike can listen to audio tours (eg. London’s Literary Houses Trail; The Historic Gardens Museum Trail) on their own MP3 players such as iPods, PDAs, Smartphones or computers after downloading the digital audio file, free of charge. Trail maps are also available to download. It has been suggested that MP3 players (or similar) could be hired to trail users – this works well when entrances and exits can be controlled (a museum, zoo, or ‘closed’ trail) but it is a more risky proposition when entrances and exits are not controlled (such as on most drive and non-motorised trails).

On-trail ‘talking devices’ are another option (for example push button devices and continuous sound tracks). Successful examples include ‘talking monuments’ on Bribie Island in Queensland and solar-powered audio stories on the base walk around Uluru. These supplement other static interpretive panels, and add considerably to the experience. However, such devices may become the subject of vandalism.

Advice from the National Trust of Australia (WA) – which has used the mobile phone technique for delivering interpretive information on the Golden Pipeline Heritage Trail – is that trail users have resisted using it, and the NTWA would not use it again.

8.4.5 Interpretive Centre

Some of the trails in the package pass local museums; these provide an added bonus to those using this trail. These museums contain a wonderful display of interpretive materials and audio information – for example, the Cobb and Co Changing Station is a ‘must see’ attraction in Surat. Similarly, the Big Rig Visitor Centre is the trailhead for the Adungadoo Pathway in Roma. Its location therefore will help stimulate use of not only the trail around this precinct, but will also promote the use of the other trails.

These built facilities are excellent sources of local history and together form the role of an ‘interpretive centre’.
SECTION 9: TRAIL MANAGEMENT AND MAINTENANCE

9.1 Trail Management Group

The trail development program set out in this Trails Strategy is reasonably substantial, and the ongoing implementation may be somewhat complex. There are many stakeholders, both private and public, all with a strong interest in this project – some are already involved while some will need to be involved in the future. Various funding programs are available for much of the design, construction, promotion and interpretation associated with this trail development program.

To ensure a smooth trails development program, it is recommended that Council establish a Trails Management Group to oversee the implementation of this Plan.

At a general level, skill sets that would be useful for the group members to have as a whole include:

- Leadership skills – critical to hold the committee/s together, to inspire and motivate, to advocate to a wider audience and to maintain focus on a long term vision.
- Community skills – the skills to motivate community and volunteer efforts.
- Business skills – skills to understand and tap into locally based businesses – the capacity to communicate to businesses in ways that garner their support.
- Entrepreneurial skills – a business-like approach to running a trail is critical. Unfortunately, the trail world is full of well-meaning people with little idea of how to run a business.
- Administrative skills – expertise and knowledge of government grants, and how to apply for them. General administration skills are also critical.
- Environmental/scientific skills – understanding of native flora and fauna and wider environmental issues. The ability to communicate these to a wider audience is desirable.
- Engineering skills – the capacity to understand design and construction of all manner of trail infrastructure.
- Governmental skills – the ability to liaise with and understand Government departments and politicians.
- Users – it is essential that the committee/s understand the needs and requirements of various targeted user groups.

These ‘selection criteria’ needs to be considered in selecting members.

The group should ideally comprise a representative from each of the following:

- The Council.
- Maranoa Regional Council staff.
- A local environmental group.
- Active Roma.
- The business community.
- The community.
- Others, as deemed appropriate.
The roles of the group would include the following tasks:

- Oversee the implementation of this Trails Strategy.
- Preparation of funding applications to external funding sources.
- Actively managing the trails network.
- Co-ordinating regular maintenance of the trails.
- Co-ordinating community involvement in the development of the trails, trails usage and events on the trails.
- Marketing and promotion of the Maranoa Trails Network (through such activities as developing maps, newsletters and other publications).
- Preparing trail management plans (discussed below)

**9.2 Trail Management Plans**

Individual Trail Management Plans should be prepared for all trails covered in this report, incorporating elements of this report and broader trail management issues. Such a document - as with all management plans - should be both flexible and responsive to change, yet set a firm guiding outline for future directions and priorities. Trails which do not have a Management Plan suffer from decisions taken on the run, out of context or as knee-jerk responses to critical situations.

Trail Management Plans involve detailed consideration of a number of matters.

- Clarification of management roles and responsibilities for the various trail sections;
- Risk management policy;
- Group and commercial usage policy and guidelines;
- Provision of essential services for trail users, such as water points, toilets, rubbish bin, lighting and other desirable trail furniture;
- Identification of any outstanding access /egress works for the trail, including disability works;
- Fire management and emergency evacuation procedures;
- Preparation of a promotional and interpretation management sub-plans, including specifications for signage and suggestions for interpretation along the trails;
- Mapping and brochures – guiding principles;
- Timetable for reviewing and updating the Management Plan;
- Trail construction standards;
- Long-term control of weeds;
- Revegetation policies;
- Vermin and feral animal control;
- Target user groups and user experiences;
- Marketing policies;
- Ongoing enhancements;
- Trail maintenance plan;
- Hazard inspection timetable;
- Monitoring programs; and
- Clarification of responsibilities for complaints and communication.
Further, this plan *must* clearly define who is responsible for what - it is crucial that everyone knows what their role and responsibility is. Without this, it is all too easy for everyone to sit back expecting someone else to do the work.

### 9.3 Bush Fire Risk Management Planning

Fire risk is becoming an issue of increasing importance to land managers, particularly as climate changes. Bush fire risk management planning is a critical issue and needs to be included as part of any management planning. This is an issue with many recreation trails (and in fact with any activity that takes people out into the bush in significant numbers). It has not previously been as critical an issue in Queensland as in southern states; climate change and duty of care requirements mean that it does need to be addressed in all trail projects. It has been successfully tackled elsewhere – it is instructive to look at what other trails have done.

For example, the Lilydale to Warburton Rail Trail (in a particular fire-prone area of Victoria) recently developed a Wildfire Risk Management Plan. The Plan includes a number of objectives and relevant actions. The objectives are:

- Providing a safe recreation trail for walkers, cyclists and horse riding;
- Providing a safe access onto and along the trail for all emergency vehicles;
- Minimising the risks of fires spreading from or onto the rail trail; and
- Developing annual maintenance works and maintenance programs (with an accent on fire hazard reduction).

Plans should include:

- Risk identification – Assets and hazards, which will most likely be captured by way of maps and data layers;
- Risk assessment – Minimal description of key risk areas; and
- Risk treatment – Local works program to be identified (what, how, when, where and who). The resulting table will be included in the Bush Fire Risk Management Plan, with specific agency/land manager Annual Schedules of Works.

### 9.4 Preparation of Trail Maintenance Plans

#### 9.4.1 What is required?

Ongoing trail maintenance is a crucial component of an effective management program – yet it is often neglected until too late. Countless quality trails have literally disappeared because no one planned a maintenance program and no one wanted to fund even essential ongoing repairs. It is therefore essential that funds be set aside in yearly budgets for maintenance of these trails - to ensure user safety and enjoyment, and to minimise liability risks for land managers. Depending on a swathe of conditions – weather, soil types, construction standards, usage patterns and more – trail maintenance can cost up to 10% of total construction costs – or more - every year. In general terms, $5/metre/year should be allowed for path maintenance, $20/metre/year should be allowed for boardwalk and bridge maintenance, while $2/metre/year should be allowed for crushed (limestone/granite/basalt) and natural surfaces trail maintenance. This can be a daunting prospect, particularly for cash-strapped Local Governments and not-for-profit community organisations.
In all trail proposals, the opportunity exists to minimise future maintenance demands through careful planning and construction. Too often initial costs are cut in the belief that all trails require maintenance anyway, and something not done properly today can be fixed in the future. Building good trails in the first place is the very best way of minimising future problems and costs. As a second line of defence, a clear and concise Management Plan (as discussed above) with a regular maintenance program written into it will aid significantly in managing ongoing resource demands.

The goals of a Trail Maintenance Plan are to:

- Ensure that trail users continue to experience safe and enjoyable conditions;
- Guard against the deterioration of trail infrastructure, thereby maintaining the investment made on behalf of the community;
- Minimise the trail manager’s exposure to potential public liability claims arising from incidents which may occur along the trails; and
- Set in place a management process to cover most foreseeable risks.

Erosion (caused by weather and unauthorised users), regrowth of vegetation, fallen trees and branches and damage to signage are likely to be the greatest maintenance activities on the trails. The plan needs to include not only the replacement of damaged facilities but also preventative maintenance and the replacement of worn out facilities. Providing these effects are attended to early, they are largely labour intensive rather than capital expensive. Calamitous events such as fire or flood will naturally generate significant rebuilding activity and consequent costs. These events are generally unmanageable, and should simply be accepted as part of the longer-term reality of a trails program.

Resourcing a maintenance program is crucial, and funds will be required on an ongoing basis to enable this essential maintenance. This matter should be addressed in the preparation of the maintenance plan. It would be short sighted to go ahead and build the trail and then baulk at the demands of managing and maintaining it.

It should be ensured that whoever is charged with ongoing responsibility for managing the trails has genuine and specific trail knowledge. It is not sufficient to be a skilled gardener, conservationist or environmental scientist. If training is required to bring staff knowledge levels up to a high standard, this should be seen as a priority to be undertaken early in the construction process. Trail skills are better learned over a longer time, with hands-on practice, than in short briefing sessions.

9.4.2 Trail Maintenance Activities

The discussion that follows provides general guidance for the development of maintenance plans for each trail. It is not a substitute for specific maintenance plans for each of the trails.

Maintenance on all trails will be divided between regular inspections and simple repairs, a one (or two) person job, and quarterly programs undertaking larger jobs such as significant signage repairs or weed / vegetation control. A range of basic machinery, tools and equipment will be required for this work.

Clear records of each activity/inspection will be kept by the agency with responsibility for maintenance. A pro-forma sheet (from the Kep Track Trail Management Plan) is attached for information (see Appendix 1). Such pro-formas serve to maximise user safety and
minimise liability risks. It will also provide a valuable record of works undertaken and make for efficient use of maintenance resources over time.

The activities set out in this document could be built in to other maintenance activities of the Maranoa Regional Council – such as regular monitoring and maintenance program for a range of other recreational facilities.

In general, Maintenance Plans are based around regular inspections, at which time simple maintenance activities should take place concurrently. More time-consuming maintenance activities should take place every six months, while detailed Hazard Inspections should occur annually. Further, the capacity to respond immediately to random incoming reports of hazards or major infrastructure failures should be built into the Plans. Table 9.1 gives a suggested schedule for general maintenance activities to achieve acceptable maintenance levels. Explanatory notes pertaining to each Activity follow the table below, and should be read prior to undertaking the activity.

**Table 9.1: General Maintenance Activities**

<table>
<thead>
<tr>
<th>Activity</th>
<th>Site</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Undertake full inspections of all trails</td>
<td>Entire trail</td>
<td>Every second month</td>
</tr>
<tr>
<td>Check, repair or replace all trail signage, esp. road-crossings and directional markers</td>
<td>Entire trail</td>
<td>Every second month- at each Trail Inspection</td>
</tr>
<tr>
<td>Check and cut-back overhanging or intruding vegetation (not trail surface)</td>
<td>Entire trail</td>
<td>Every six months, unless obviously requiring attention at regular inspections.</td>
</tr>
<tr>
<td>Sweep or rake debris from trail surfaces, especially at road crossing points</td>
<td>Various sites along entire trail</td>
<td>Every six months</td>
</tr>
<tr>
<td>Check condition of trail surface for erosion (or other) damage and arrange repairs if necessary; trim off regrowth vegetation</td>
<td>Entire trail</td>
<td>Check for erosion at each inspection. Arrange repairs immediately if acute, or schedule maintenance for six monthly work sessions if not; rake-hoe regrowth vegetation each inspection</td>
</tr>
<tr>
<td>Check structural stability of built structures such as bird hides, viewing platforms, boardwalks, interpretive signage, interpretive shelters</td>
<td>Various locations</td>
<td>Every six months</td>
</tr>
<tr>
<td>Undertake Hazard Inspection and prepare Hazard Inspection Report</td>
<td>Entire trail</td>
<td>Annually</td>
</tr>
</tbody>
</table>

(It should be noted that this schedule does not allow for repair works above and beyond ‘normal’ minor activities. For example, if a section is subject to heavy rain, and erosion control fails, additional repair works will need to be undertaken).

**Trail signage (Activity 1)**

The majority of signs will occur at trailheads. Each trailhead should be carefully checked to ensure that all signage is present, and that all signs are clearly visible and legible. An inventory of locations needs to be prepared to assist in regular maintenance.
Vegetation (Activity 2)

Undergrowth vegetation grows quickly, and over time will continue to intrude into the trail 'corridor'. Such intruding vegetation will be cut back to provide clear and safe passage - a minimum clear space 1.5 metres wide and 2.5 metres high (on walk trails), and 2.5 m wide by 3.5 m high (on shared use trails) should be provided at all times. Care will be taken to ensure that sharp ends are not left protruding into the trail as these can harm trail users. It should be noted that trailside vegetation hangs lower when wet, and allowances should be made for this when assessing whether or not to prune. "Blow-downs" - trees or limbs which have fallen across the trail - will be cleared as a part of this process. Sight lines must be kept clear either side of road crossings as a part of this process, to ensure that users can clearly see a safe distance either way at road crossings.

Trail surfaces (Activity 3 and 4)

Many of the trail sections will require regular surface maintenance. Primary focus will be on erosion damage caused by water flowing down or across the trail and by illegal motor vehicle use. This must be repaired as soon as it is noted, or it will get worse, quickly.

Interpretive signage (Activity 5)

Once interpretive panels have been installed along the trails, these should be checked for vandalism and cleaned if necessary. If damage is too great, replacement is essential. An inventory of locations needs to be prepared to assist in regular maintenance.

By way of illustrative example, WA's Railway Reserves Heritage Trail has a Trail Management Plan which includes a Trail Maintenance Plan. Key elements are:

- Prepare infrastructure inventory identifying and showing the location of existing and proposed trail elements, such as directional and information signage, boom gates, information shelters, drinking fountains, etc.;
- Hazard inventory and inspection timetable;
- Control of vegetation overgrowth;
- Maintenance of the trail surface;
- Inspection and repair of fencing and gates;
- Deferred maintenance program;
- Appraisal of capital costs, labour hours and/ or dollar value for annual maintenance requirements;
- Responding to customer requests, including trail users; and
- Review of current environmental conservation and rehabilitation projects and suggestions of location and requirements of new ones.

9.4.3 Public Liability & Risk Management

It is prudent that the managers of the land upon which these trails are constructed be aware that – whether or not visitors are actively encouraged to come to the trails – they carry a significant duty of care towards those visitors accessing lands vested in them. The maintenance of quality trails is therefore critical from this perspective. Recent legislative changes across Australia have reduced the number of small claims against land managers. However, liability generally rests with the land managers and hence, every attempt should be made to minimise the risk of accident or injury to trail users (and therefore the risk of legal action).
While public liability is certainly an issue for all land managers, it is not a reason to turn away from providing safe, sustainable and enjoyable resources. It is simply a mechanism by which to recognise the responsibilities inherent in managing natural and built resources. Dealing with a perceived liability threat is not about totally removing that threat – it is about doing all that is manifestly possible to provide safe access opportunities for visitors, thereby minimising the risk of liability claims.

A formal Hazard Inspection process is crucial in the ongoing maintenance plan. Not only will this define maintenance required and/or management decisions to be addressed, it is vital in ensuring safe conditions and therefore in dealing with any liability claim which may arise in the future. Courts are strongly swayed by evidence of a clear and functional program, and a regular series of reports, with follow-up actions, will go a long way to mitigating responsibility for injuries. Further, clearly defined ‘User Responsibility’ statements in brochures, maps, policy documents, plans and public places will assist this process.
SECTION 10: RESOURCES AND FUNDING OPPORTUNITIES

10.1 Introduction

Facing an ambitious project that encompasses significant trail development can be daunting indeed. Proponents may well ask: “Where are the funds going to come from for trail development, promotion and the range of other matters necessary for the creation and upgrade of this trail?”

Resourcing trail construction and promotion programs can certainly be challenging, as can resourcing ongoing maintenance. It must be recognised that projects such as these are an investment for the future. Well-planned and built, well interpreted and appropriately promoted, the trails will bring tourists and money into the area. They will create employment, and significantly assist in the conservation and preservation of heritage sites along its routes. The trail projects outlined will also benefit local communities in a range of ways already elucidated.

Trail projects should be seen to be a valid and valuable investment for the Maranoa Regional Council area. They will deliver a wide range of tangible benefits, many of which service areas of great and obvious need.

A range of funding sources and other resources are currently available, and some of the better known are summarised below. This list should NOT be taken to be full and final. It is also important to note that, for many of the Queensland Government programs in particular, details are not yet known, either because the program is new or the program has closed for 2009/10.
### 10.2 Commonwealth Government

<table>
<thead>
<tr>
<th>Dept</th>
<th>Program</th>
<th>Contact details</th>
<th>Available funds</th>
<th>Criteria including program aims</th>
<th>Closing date</th>
<th>Relevant Component of trail development</th>
</tr>
</thead>
</table>
Category 2 $100,000 - $500,000  
Category 3 $25,000 - $500,000. | Aim of program is to stimulate sustainable growth in the Australian tourism industry this by supporting innovative, high-quality tourism products that contribute to the long-term economic development of Australia.  
Category 1 grants of between $5,000 and $100,000 for Innovative Tourism Projects. Category 1 projects should aim to stimulate the development of innovative tourism product, service(s) or system(s).  
Category 2 grants of between $100,000 and $500,000 for Integrated Tourism Development Projects. Category 2 projects should aim to enhance the overall tourism appeal of a large area by encouraging inter-regional collaboration to achieve greater tourism benefits. Projects funded under this category will be large scale, collaborative, multi-faceted activities that involve a number of regions.  
Category 3—grants of between $25,000 and $500,000 for National or Sectoral Tourism Initiatives. | Closed for 2009. The program opened in April and closed in June. | Trail construction  
Business planning  
Interpretation (a) |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Indigenous organisations or not-for-profit bodies up to $100,000. Individual Indigenous applicants up to $5,000</td>
<td>Project must relate to one or more of the following five activities:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Conservation of a place or places of Indigenous heritage significance.</td>
<td>Identification of Indigenous place(s), and/or the Indigenous heritage values of a place or places, for heritage protection, heritage listing or conservation planning.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heritage Planning, including projects which will develop plans to assist with the identification, conservation and/or promotion of the Indigenous heritage values of a place or places.</td>
<td>Sharing Australia’s Indigenous Heritage, including projects that interpret or explain a significant Indigenous heritage place or places, promote the knowledge and understanding of Indigenous heritage, or facilitate the active teaching of traditional knowledge and understanding of customary responsibilities (where appropriate) to future generations.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction of Keeping Places: A maximum of $30 000 may be provided for small-scale keeping places to house remains and objects that require restricted access, where exceptional circumstances can be demonstrated</td>
<td>Closed for 2009. The program closed in February 2009.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indigenous interpretation</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Note
(a) Trails have been successfully funded under the forerunner of this program (the Australian Tourism Development Program) in the four years of its operation.

2004  Development of the Nannup to Jarrahwood Rail Trail in Western Australia ($98,000), the Swan Valley Bike Trail ($83,650) and the development of a concept design and business plan for Stage 1 of the Mitchell-Murrundindi-Mansfield Rail Trail in Victoria ($100,000) are trails that benefited from this program. A number of drive trail and cultural trail projects also attracted funding (over $100,000).

2005  Development of the Oberon to Tarana Rail Corridor as a rail trail and heritage rail in NSW ($100,000), construction of the Six Springs Mountain Bike Trail in South Australia as part of a larger project ($61,000), and upgrading and sealing of a part of the Cape to Cape Track in Western Australia ($96,000) are trails that benefited from this program. Interpretation projects also received significant funding. For example, Tales from the Port of Echuca – Stories through Interpretation and Imagery in Victoria received a grant of $50,000. A number of drive trail and cultural trail projects also attracted funding (over $100,000).

2006  Development of the Illawarra Fly Tree Top Walk in NSW ($100,000) and the Three Huts Walk in the Mt Hotham Alpine Resort in Victoria ($100,000) were trails and walkways that benefited from ATDP funds. One drive trail also attracted funding over $100,000.

Commonwealth Government – Additional notes
1. On 13 February 2009, the Australian Government announced an additional $500 million to the previous $300 million Regional and Local Community Infrastructure Program (RLCIP) announced on 18 November 2008. The funding is for local government to stimulate growth and economic activity across Australia and support national productivity and community well-being. This program was announced as a one-off program and it is not known whether it will continue to be available in subsequent years. A number of factors were worth noting:
   o The applications were limited to local governments, and only one application per council was allowed;
   o projects must be ready to go and able to proceed within six months of signing a contract;
   o projects must be seeking a Commonwealth contribution of at least $2 million; and
   o turn-around time for applications was extremely short – the additional funds were announced on 13 February 2009 and applications closed on 6 March 2009. This emphasises the need to have all documents and plans in place to take advantage of such one-off funding opportunities should the Council decide to proceed with this project.

The 2009/10 Federal Budget Federal contained no new programs.

2. During the 2007 election, the Australian Government made a significant commitment to fund projects that had been identified by local communities across Regional Australia as priority investments for their region. These projects are now being implemented under the $176m Better Regions Program and will provide important community infrastructure which will significantly enhance the liveability of regions and regional towns. This program is not open to new applications. However, from 2009-10, the Australian Government will commence a new regional and local community infrastructure program to fund community infrastructure projects and make sure that investments in regional Australia
promote sustainable economic growth and benefit the community as a whole. In addition, the House Standing Committee on Infrastructure, Transport, Regional Development and Local Government is holding a public inquiry into the development of the new program and will provide advice as well. (see www.infrastructure.gov.au/regional/better_regions). The 2009/10 Federal Budget Federal contained no new programs.

3. The Commonwealth Government’s recently announced $42 billion economic stimulus package includes an allocation of $50 million for investment in specialist bicycle infrastructure. This program was open for a very short time and is now closed. There is no indication it will be extended but it is worth monitoring. It was developed as part of the Jobs Fund (www.deewr.gov.au/Employment/Pages/JobsFund.aspx)

These three programs were opened for a very short time as the Federal Government sought to provide stimulus for the economy and now appear to be one-off programs rather than ongoing funding sources. The funds were for so-called “shovel ready” projects – emphasising the need to have projects ready to go to take advantage of funding opportunities.
### 10.3 State Government

<table>
<thead>
<tr>
<th>Dept</th>
<th>Program</th>
<th>Contact details</th>
<th>Available funds</th>
<th>Criteria including program aims</th>
<th>Closing date</th>
<th>Relevant Component of trail development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dept of Communities</td>
<td>Major Facilities program</td>
<td>Sport and Recreation Queensland</td>
<td>$100,000 to $1.5 million</td>
<td>Funding to construct, extend or upgrade facilities for community participation in active recreation. Provide for increased or enhanced opportunities for physical activity through active recreation. Clearly aimed at the provision of activity spaces – informal advice is that recreational trails are a Government priority. Local Governments are eligible to apply. Projects funded on a $ for $ basis.</td>
<td>Closed for 2009. The program opened in August and closed at the end of October (2008).</td>
<td>Trail construction</td>
</tr>
<tr>
<td>Dept of Communities</td>
<td>Local Sport and Recreation Program (previously known as the Local Government Development Program)</td>
<td>Sport and Recreation Queensland</td>
<td>Maximum $200,000</td>
<td>Provides funding for developing places to increase participation in active recreation such as cycleway, walkways and walking trails. Projects funded on a $ for $ basis.</td>
<td>Closed for 2009. The program opened in August and closed at the end of October (2008).</td>
<td>Trail construction</td>
</tr>
<tr>
<td>Dept of Education, Training and the Arts</td>
<td>Regional Arts Development Fund</td>
<td><a href="http://www.arts.qld.gov.au/funding">www.arts.qld.gov.au/funding</a></td>
<td>Unknown</td>
<td>Support arts and cultural development at the local level throughout regional Queensland. Supports professional development and employment of artists and arts workers. Funding covers projects, concept development and policy development among other areas. Fundamental covers 60% of project costs; Council to cover the other 40% (based on population).</td>
<td>Trail brochures and interpretation. Cultural tourism.</td>
<td></td>
</tr>
<tr>
<td>Dept of Employment, Economic Development and Innovation</td>
<td>Green Army</td>
<td><a href="http://www.greenarmy.qld.gov.au">www.greenarmy.qld.gov.au</a></td>
<td>Unknown</td>
<td>Green Army will work on projects of strategic importance to enhance our natural assets, strengthen our tourism industry and promote increased environmental awareness for all Queenslanders.</td>
<td>Not clear</td>
<td>Local governments can apply for funding to run Queensland Green Army projects which may include building and repairing board walks, refurbishing parks and bikeways and footpaths</td>
</tr>
</tbody>
</table>
10.4 Developer Contributions

The Integrated Planning Act and documents prepared pursuant to the Act such as the planning schemes (with associated schedules and policies) provide mechanisms to secure contributions for community purposes and are one mechanism for securing trail corridors and contributions. The recently introduced Sustainable Planning Bill (2009) may change some of the requirements – Council should seek updated advice if it wishes to pursue this option.

Council could consider recouping some of the costs of the trails through either an Infrastructure Charges Schedule (ICS) or a separate rate or charge. Should a separate rate or charge be imposed, this could also cover all rateable properties, but again, this may not be politically acceptable to Council.

10.5 Other Council-Based Funding Mechanisms

There is a range of rating and charging mechanisms available to all Councils. An introduction to the mechanisms is provided below. If any of these mechanisms were to be applied to funding the trails recommended for Maranoa Regional Council, a further level of investigation would be required to ensure that the ‘nexus’ principles were maintained. That is, the ‘rules’ associated with the application of the rates to development differs with the different rates and charges noted below.

- **General Rates** – A general rate applies across all rateable properties and is treated as a tax. General rates can be used to fund the costs of any or all of the functions of local government.

- **Differential General Rates** – A differential rate is a notional user pays charge, which is struck for particular areas or sites to generate funds. Differential rates can apply to areas with different servicing arrangements (e.g. urban residential areas vs. rural residential) and designed to distribute the rate burden more equitably across different classes of land within the community (as opposed to a general rate).

- **Special Rates and Charges** – Special rates and charges may be levied in addition to a general rate or differential general rate or in combination with any other rates. A local Council may levy more than one special rate or charge. Each rate or charge must relate to the provision of a service, facility or activity. A special rate or charge is only levied on specifically identified rateable land. Special rates have been used to fund retail centre streetscape improvements. A special rate or charge is effectively a local tax used to fund infrastructure works or services benefiting a particular area and applying as a one-off, up-front payment, or as a series of periodic payments.

- **General and Regulatory User Charges** – A Council may, by law or resolution, fix (general) user charges for services and facilities supplied by it. Charges are not a taxing power and, as such, must be no more than the cost of providing the service or facility for which it is levied. Charges can be levied for trading activities, where user charges are fixed in connection with the supply of goods and services (e.g. admitting a person to a structure or place such as a community hall or public swimming pool). They can also be levied to cover the cost of regulatory activities, where regulatory charges are imposed as a condition of obtaining an approval to carry out an activity.
10.6 Private Sponsorship

Sponsorship is big business – and very competitive. Two main options exist: either negotiate with local corporate entities which have a geographical and social connection with the area or go after the ‘big’ players for big projects. Many large companies have formalised sponsorship programs.

Elsewhere in Australia, funding for trail development has been received from a number of major (and minor local) companies.

- Alcoa has been a major contributor to Western Australia’s two premier long distance tracks – the Bibbulmun Track (walk) and the Munda Biddi Trail (mountain bike).
- BHP Billiton provided over $200,000 for the Coast to Crater Rail Trail in western Victoria to help construction.
- GlaskoSmithKline Australia has donated $10,000 to the development of the Warrnambool to Port Fairy rail trail project to encourage employees to combine their physical exercise with commuting to work. GSK has stated “We are proud to contribute to the establishment of the Port Fairy rail trail through our Community Partnerships Program. We see this project as being of benefit not only to our own employees, but also to the local community as a whole.

Significant sums can be gained if benefits can be proven. Any company with an operation within the region would appear to be a potential sponsor.

Companies are looking to be good local citizens and being associated with a positive asset such as a trail can be good for business. Companies should be approached with the message that such a project will bring a number of benefits to the region. Any approaches to corporate sponsors should focus on a main message that trails and the company products provide an alliance of healthy sustainable living and healthy sustainable products (if such a link exists).

Corporate entities are looking to make community commitments in a number of ways other than direct funding. The Macquarie Bank Foundation looks to supply time and expertise as well as funding. Many other banks have both a competitive grants program and a volunteer scheme which provides paid volunteer leave to every employee. Organisations such as the ANZ and National Banks also look for community development options for their staff e.g. corporate team building days are held on a trail.

What is important in dealing with potential corporate sponsors is to have:

- a clear trail development plan (the next stage of work should the trail proponent determine to proceed);
- a well-developed message;
- clear pointers as to what and where their engagement might be; and
- a clear indication of how they might benefit from their involvement.

10.7 Other Trail Resourcing Opportunities

10.7.1 Heart Foundation

The Heart Foundation Kellogg Local Government Awards are held each year to acknowledge projects and initiatives that local councils and organisations are delivering
in their communities to promote and improve heart health. While not a significant source of funds, there is a $10,000 prize for the overall winner and a $1,000 prize for each State winner. The award also offers positive promotional opportunities. The award is for Local Governments rather than community-based organisations; this does provide a “hook” for councils to become involved in a trail project.

The Murray to the Mountains Rail Trail has won the Best Overall project. Lake Fred Tritton, an artificial lake in Richmond Shire (Qld) with a significant walk trail constructed around its edges, won the Best Overall project and the Recreation Infrastructure Project in 2004. The Peninsular Pathlinks Program, a program to develop 77 kilometres of new trails and walkways in the 42 communities in the Mornington Peninsula Shire (Victoria) won the Best Overall project and the Recreation Infrastructure Project in 2005. For further details, the Heart Foundation’s website is www.heartfoundation.com.au.

10.7.2 Green Corps

Green Corps is a federally funded “Young Australians for the Environment” program. A major project provides a host partner agency with 10 trainees and a supervisor for 14 weeks within a 26 week program. All materials, tools and technical supervision, accommodation and some other basic requirements must be provided.

10.7.3 Work-for-the-Dole

Schemes to provide meaningful work experience and some training for long-term unemployed are provided under the Work for the dole scheme. The program generally only supplies labour – the host agency is responsible for tools, materials, technical supervision etc.

10.7.4 Conservation Volunteers Australia

Conservation Volunteers Australia provides small crews of volunteers, with a supervisor, to undertake environmental activities. Teams of between five and eight people work for one to two weeks. An administration fee is imposed by CVA. Materials, tools and technical supervision need to be provided by the host agency. CVA has been involved in trails project elsewhere in Australia – they were heavily involved in construction of a new walking track around the base of Mt Tibrogargan in the Glasshouse Mountains in South East Queensland. This trail is of the highest quality and is a testimony to their skills as trail builders.
10.7.5 Prison Crews

Crews of minimum security inmates have worked extensively in trail construction in Western Australia in the last 15 years. In the Northern Territory and NSW, prison crews have been successfully used on trail and park projects. In Mitchell, prison crews have been used on community projects.

10.7.6 Volunteers

Volunteers are often the last thought-of resource but are often the most effective. Many trails are only built – and then kept alive – by volunteer input. The way forward is to either establish a specific local ‘Trail Volunteers’ or ‘Friends of...’ group, or tap into existing community organisations such as service clubs, progress associations, schools, scouts etc. There is also a growing network of trail advocates whose experience is extremely worthwhile. Concerns have been expressed in a number of forums (including popular media) about getting volunteers in a time when people have very busy lifestyles. This is acknowledged, however the Bibbulmun Track in Western Australia provides an encouraging lesson. Some 780 kilometres of the Track (total length of 962 kilometres) is maintained by volunteers five years after opening.

Volunteer labour can also be used in innovative ways to benefit a number of community sectors. One rail trail in Victoria needed bridge construction and put out a public tender for the work. The tender was won by the local branch of the Country Fire Authority, which needed a new fire engine. Labour in bridge construction was “swapped” for a new fire engine.

10.7.7 Philanthropy

There are a number of philanthropic organisations in Australia (though not in the same numbers as the USA). The brief has not permitted time to extensively research all these.

- The Macquarie Bank Foundation currently contributes more than $2.5 million a year in community grants. Its core areas include the health care and research, the environment and the arts (trails can address each of these core areas).

- The Ian Potter Foundation has a number of interests, including environment and conservation (details can be found at www.ianpotter.org.au). Its’ Environment and Conservation program supports small projects that combine elements of biodiversity and ecology preservation, volunteerism and community education. A trail development could fall within this mandate.

- The Foundation for Rural and Regional Renewal (FRRR) is Australia’s only national foundation dedicated to the needs of rural and regional Australia. The Foundation administers a number of small grants programmes, which have developed to help rural and remote communities with small, well-targeted grants. This Programme is aimed at (but not limited to) communities with a population of 10,000 or less and provides grants up to $5,000 or $10,000.
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APPENDIX 1 – TRAIL MAINTENANCE PLAN PRO-FORMA CHECKLIST

(Checklist shown is taken directly from the Kep Track Trail Management Plan)
The checklist which follows has been designed to be copied before each regular inspection, filled out and filed for future reference. It assumes the inspection will commence at Mt Helena and proceed in an easterly direction towards Wooroloo. This is an essential component of the maintenance program.

**KEP TRACK (Mt Helena to Wooroloo) - MAINTENANCE CHECKLIST**

**Inspection Date (circle a year and tick one box):**

|-------------|-------------|--------------|--------------|

**Actual Date:** __________________

**Person undertaking inspection:** __________________ **Signature:** __________________

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>ACTION REQUIRED</th>
<th>TICK IF OKAY</th>
<th>ACTION TAKEN (if any)</th>
</tr>
</thead>
</table>
| Sawyers Road Crossing in Mt Helena | • Check gate west side  
• Check directional markers  
• Check totems and signage  
• Check promotional signage | | |
| Johnston Street (Mt Helena) | • Check gate west side  
• Check directional markers  
• Check totems and signage | | |
| Lion St crossing | • Check gates both sides  
• Check interpretive sign (north west corner)  
• Check directional markers  
• Check totems and signage  
• Check promotional signage | | |
| Exit from Eastern Hills High School (crossing) | • Check gate east side  
• Check directional markers  
• Check totems and signage  
• Check interpretive sign (opposite Sime Rd) | | |
| Thomas / Elliot road crossing | • Check gates both sides  
• Check directional markers | | |
<table>
<thead>
<tr>
<th>Location</th>
<th>Checks and Activities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chidlow Reserve</td>
<td>• Check interpretive signs (at turnoff to Lake Leschenaultia; opposite standpipe; opposite stone building; at old interpretive shelter)</td>
</tr>
<tr>
<td></td>
<td>• Check condition of new trail through reserve</td>
</tr>
<tr>
<td>Old Northam Rd (Chidlow)</td>
<td>• Check gate east side</td>
</tr>
<tr>
<td></td>
<td>• Check directional markers</td>
</tr>
<tr>
<td></td>
<td>• Check totems and signage</td>
</tr>
<tr>
<td></td>
<td>• Check promotional signage</td>
</tr>
<tr>
<td></td>
<td>• Check culvert west side</td>
</tr>
<tr>
<td></td>
<td>• Check ramps</td>
</tr>
<tr>
<td></td>
<td>• Check interpretive sign (mid point between Old Northam Rd and Ash Rd)</td>
</tr>
<tr>
<td>Ash Rd crossing</td>
<td>• Check gates both sides</td>
</tr>
<tr>
<td></td>
<td>• Check directional markers</td>
</tr>
<tr>
<td></td>
<td>• Check totems and signage</td>
</tr>
<tr>
<td></td>
<td>• Check promotional signage</td>
</tr>
<tr>
<td>Doconing Rd crossing</td>
<td>• Check gates both sides</td>
</tr>
<tr>
<td></td>
<td>• Check directional markers</td>
</tr>
<tr>
<td></td>
<td>• Check totems and signage</td>
</tr>
<tr>
<td></td>
<td>• Check promotional signage</td>
</tr>
<tr>
<td></td>
<td>• Check interpretive sign (150 metres east of crossing)</td>
</tr>
<tr>
<td>Old Northam Rd crossing</td>
<td>• Check gates both sides</td>
</tr>
<tr>
<td></td>
<td>• Check directional markers</td>
</tr>
<tr>
<td></td>
<td>• Check totems and signage</td>
</tr>
<tr>
<td></td>
<td>• Check promotional signage</td>
</tr>
<tr>
<td></td>
<td>• Check culverts (both sides)</td>
</tr>
<tr>
<td></td>
<td>• Check interpretive sign (south west corner)</td>
</tr>
</tbody>
</table>
| Entrance to horse trials paddocks | • Check gates  
• Check directional markers  
• Check totems and signage  
• Check road warning signs |  |
| Government Rd crossing | • Check gates both sides  
• Check directional markers  
• Check totems and signage  
• Check new 40 metre section of trail at road crossing |  |
| Government Road to Green St | • Check interpretive sign (where pipeline crosses trail)  
• Check interpretive sign (opposite Jason St) |  |
| Green Street | • Check gates both sides  
• Check directional markers  
• Check totems and signage |  |
| Any additional work required? | | |
APPENDIX 2 – MARANOA REGIONAL COUNCIL TRAIL USER SURVEY
Maranoa Regional Council Trail User Survey Results

A “Trail User” Questionnaire Survey was prepared. The survey was made available for community input from 15th May 2009 to 10th July 2009.

During the period in which the community could respond to the invitation to complete the Questionnaire Survey, 21 surveys were completed. The results have been tabulated and analysed, as set out below.

Results from Q1: Respondents belonged to the following communities.

<table>
<thead>
<tr>
<th>Community</th>
<th>Number of respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surat</td>
<td>11</td>
</tr>
<tr>
<td>Mitchell</td>
<td>7</td>
</tr>
<tr>
<td>Roma</td>
<td>0</td>
</tr>
<tr>
<td>Injune</td>
<td>2</td>
</tr>
<tr>
<td>Wallumbilla</td>
<td>1</td>
</tr>
</tbody>
</table>

Results from Q2: People used the existing trails for these activities:

<table>
<thead>
<tr>
<th>Trail Activity</th>
<th>Number of people</th>
<th>% of people</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>28</td>
<td>56%</td>
</tr>
<tr>
<td>Cycling</td>
<td>11</td>
<td>22%</td>
</tr>
<tr>
<td>Recreational horse riding</td>
<td>5</td>
<td>10%</td>
</tr>
<tr>
<td>Other</td>
<td>1 (boxercise)</td>
<td>2%</td>
</tr>
<tr>
<td></td>
<td>5 motobiking</td>
<td>10%</td>
</tr>
</tbody>
</table>

Notable result:

- The majority of respondents (56%) walked along the existing trails. This is consistent with survey data from across Australia.
- Cycling is also popular (22%)

Results from Q3: People rated the trails according to how often they were used.

<table>
<thead>
<tr>
<th>Trail</th>
<th>Often use</th>
<th>Sometimes use</th>
<th>Rarely use</th>
<th>Never use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hospital Hill Walk (Roma)</td>
<td></td>
<td>3</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Roma Bush Gardens Walk</td>
<td></td>
<td>12</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adungadoo Recreational Pathway (Roma)</td>
<td>1</td>
<td>11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Roma Historical Walk</td>
<td></td>
<td>12</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lagoon Walk (Injune)</td>
<td>2</td>
<td>10</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Maranoa River Walk | 4 | 4 | 2 | 9
Surat River Walk | 8 | 3 | 1 |
Other | 1 (Surat crown land east of town) | 1 Fisherman's Rest motorbike track |

Notable result:
- The high numbers of users who never used the Roma trails is a reflection of the location of survey responders.
- The river walks in Mitchell and Surat were relatively popular.

Results from Q4: Frequency of use of trails.

<table>
<thead>
<tr>
<th>Activity</th>
<th>Every day</th>
<th>Once/twice a week</th>
<th>Once/twice a month</th>
<th>Less than once a month</th>
<th>Never</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>4</td>
<td>9 (and running/exercise)</td>
<td>1</td>
<td>4</td>
<td>6</td>
</tr>
<tr>
<td>Cycling</td>
<td>5</td>
<td>8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Horse riding</td>
<td>1</td>
<td></td>
<td>2</td>
<td>7</td>
<td></td>
</tr>
</tbody>
</table>

Notable result:
- The majority of users were on the trails once or twice a week.

Results from Q5: reason for using the trails.

<table>
<thead>
<tr>
<th>Reason for using trails</th>
<th>No. of respondents*</th>
<th>% of respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fitness and health</td>
<td>21</td>
<td>33%</td>
</tr>
<tr>
<td>Peace and solitude</td>
<td>5</td>
<td>8%</td>
</tr>
<tr>
<td>Exercising a dog</td>
<td>14</td>
<td>22%</td>
</tr>
<tr>
<td>Recreational horse riding</td>
<td>5</td>
<td>8%</td>
</tr>
<tr>
<td>To enjoy natural surroundings</td>
<td>12</td>
<td>19%</td>
</tr>
<tr>
<td>To get to a destination</td>
<td>2</td>
<td>3%</td>
</tr>
<tr>
<td>Other – training</td>
<td>2</td>
<td>3%</td>
</tr>
<tr>
<td>Enjoying our river</td>
<td>1</td>
<td>2%</td>
</tr>
</tbody>
</table>
Keeping kids entertained 1 2%
Motorbike reading 1 2%

* many respondents provided more than one reason for using a trail

**Notable result:**
- Fitness and health was the main motivator of use (33%).
- Exercising a dog (22%) and enjoying natural surroundings (19%) also ranked highly

**Results from Q6: Satisfaction with number of existing trails in the Council area.**

<table>
<thead>
<tr>
<th>Satisfaction</th>
<th>No. of respondents</th>
<th>% of respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very satisfied</td>
<td>1</td>
<td>5%</td>
</tr>
<tr>
<td>Fairly satisfied</td>
<td>7</td>
<td>33%</td>
</tr>
<tr>
<td>Not very satisfied</td>
<td>12</td>
<td>57%</td>
</tr>
<tr>
<td>Very dissatisfied</td>
<td>1</td>
<td>5%</td>
</tr>
</tbody>
</table>

**Notable result:**
- More respondents (62%) were unsatisfied with trail provision.

**Results from Q7: Satisfaction with condition of existing trails in the Council area.**

<table>
<thead>
<tr>
<th>Condition</th>
<th>No. of respondents</th>
<th>% of respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very satisfied</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Fairly satisfied</td>
<td>10</td>
<td>48%</td>
</tr>
<tr>
<td>Not very satisfied</td>
<td>10</td>
<td>48%</td>
</tr>
<tr>
<td>Very dissatisfied</td>
<td>1</td>
<td>4%</td>
</tr>
</tbody>
</table>

**Notable result:**
- Respondents were almost evenly split between being satisfied and being unsatisfied with existing trail conditions.

**Results from Q8: Suggestions for improvements to existing trails**
- Another trail to the north of Surat towards the Aboriginal heritage site along the river. Thinks the land is council land
- Better lighting for use at night particularly in winter (Surat) – 2 responses
- Vegetation identification signs along River Walk (Surat)
- Signposting and advertise (Surat)
- Formalise popular local trails with enhanced surfacing (Surat)
- Make trails longer by linking (Surat) – 2 comments
- Keep mowed to reduce/minimise snake issues (Surat)
- Make trails wider and longer – ability for multi-functional use e.g. walking, riding, prams and enable passing with ease (Surat)
- Mark distances (Surat)
- Make existing trails longer by linking together (Injune)
- Better signage on the Mitchell River Walks
- Extend the Mitchell River walk
- Maybe cycling track or mountain bike track aimed at kids near town (Mitchell)
- Make a motocross track in the racecourse (Mitchell)
- More interpretive signage (Mitchell) – 2 comments
- Safer for strollers/wheelchairs – surface issues (Mitchell) – 2 comments
- Mitchell trails – revamp, promote, make them more informative
- Better signposting and surfacing (Mitchell)
- Put some trails in Wallumbilla

**Results from Q9: Suggestions for new trails**

- Another trail to the north of Surat towards the Aboriginal heritage site along the river. Thinks the land is council land.
- Around the Crown Land – maybe a loop around the outside of town to make a 5-10km trail (Surat)
- Good to link the existing walkway over the bridge at Surat
- Around town (Surat) – 3 comments
- Walk to lookout (Surat)
- Around Injune to join the Lagoon Walk to make a good size walking track for locals and visitors. It would be good to include some historic buildings with proper signage and stories of what they were
- Maybe out at Fisherman’s Rest or out past Aerodrome. Walking track out to Forrest Vale Road (Mitchell)
- Extend Mitchell Trail to One Mile Creek area
- Sporting complex - behind golf club (Mitchell)
- Rowallan Estate (Mitchell)
- Link showgrounds, Calico Cottage and the Federal Hotel (Wallumbilla)

**Results from Q10: Suggestions for new types of trails**

- New mountain bike trail (Surat)
- New horse trail (Surat)
- New Walk trail (Surat)
- New bike trail (Surat)
Maranoa Regional Council Trails Strategy

- New canoe trail on the Balonne River at Surat
- Mountain bike trail (Mitchell)
- Canoe trail on Maranoa River (Mitchell) – 2 comments
- Motor bike track (Mitchell)
- Interpretive walking trail (Mitchell)
- Walk trail (Mitchell) – 3 comments
- New horse trail (Mitchell)
- New bike trail (Mitchell)
- New Walk trail (Wallumbilla)
- New bike trail (Wallumbilla)

Results from Q11: Other comments

Three respondents indicated the need for motor bike facilities in Surat. This is not part of the trails project, but is reported for Council noting.
APPENDIX 3 – TRAIL PLANS

Plan 1: Adungadoo Pathway
Plan 2: Roma Circuit
Plan 3: Roma Bush Gardens
Plan 4: Lake Neverfill
Plan 5: Roma Town Heritage Walk
Plan 6: Mitchell Heritage Walk
Plan 7: Weir Walk (Mitchell)
Plan 8: Surat Heritage Trail
Plan 9: Injune Heritage Trail
Plan 10: Injune Loop Trail
Plan 11: Yuleba
Plan 12: Judds Lagoon
Plan 13: Wallumbilla Pathway