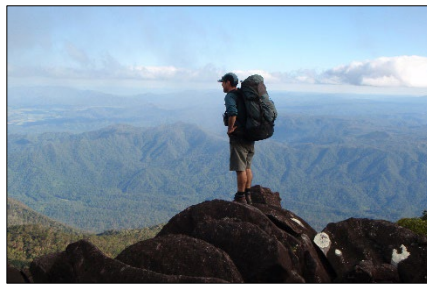# QORF
LIVE LIFE OUTDOORS

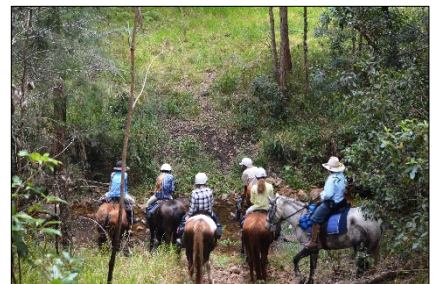# Regional Multi-Use Trails Strategy

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Prepared by Otium Planning in conjunction with TORA

January 2019

Otium Planning group
SPORT + LEISURE

tora

Queensland Government

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1. Introduction and Background to Study

The Cassowary Coast and Tablelands region comprise two local government areas which have substantial areas of Wet Tropics World Heritage Area within their boundary. The region's history includes forestry, mining and agriculture and, subsequently, there is a legacy of tracks and trails throughout the region.

Over the last ten years the mapping and development of trail networks has increased thanks to the efforts of community driven groups such as TORA (Tablelands Outdoor Recreation Association). There are now multiple opportunities to ride and walk on both the tablelands and the coastal plain.

Tropical (Far) North Queensland has developed a reputation as a world class mountain bike riding destination. There are also significant trails available for walking, horse-riding and motorised activities (motorcycles, quad-bikes and four-wheel drives). This project focusses on recreation trails for non-motorised activities, although there may be trails that can be shared by both motorised and non-motorised activities.

This project recognises that there is a major opportunity for the region to develop trail-based recreation and tourism further which will benefit residents and expand regional tourism potential.

The focus of the project is on trails that are regionally significant and are multi-use. Single use trails, such as down-hill mountain bike tracks, may be significant, but are outside the scope of this project.

This study was funded by the State Government under the Get Planning Places Program, which is administered by Sport and Recreation (part of the Department of Housing and Public Works). This project was managed by Queensland Outdoor Recreation Federation (QORF).

QORF is a member-based, not-for-profit association charged with representing a coalition of outdoor recreation groups to advocate on behalf of the outdoor community. A key reason for establishing QORF in 1996 was to facilitate communication between different user groups and levels of government on outdoor recreation related issues.

QORF affirms the value of outdoor recreation and encourages all people to recreate outdoors. QORF is the peak body representing the interests of the outdoor recreation sector in Queensland, which incorporates nature-based recreation, outdoor education activities, adventure therapy, adventure racing, and nature-based tourism. This cross-regional, cross-sectoral, cross-tenure strategy is an example of work that falls within QORF's charter to the benefit of the Queensland community.

1.1   The Regional Multi-Use Trails Strategy

The purpose of the strategy is to work with councils and stakeholder groups to highlight existing strategic trails and develop a strategic plan to guide the possible further development of multi-use trails across the Cassowary Coast Regional Council (CCRC) and Tablelands Regional Council (TRC) areas. QORF selected the TRC and CCRC areas as a pilot project for cross-regional planning due to the strong networks already in place between local government authorities and the diverse recreation user groups and users.

Strong collaboration has previously been demonstrated in this area, and the project will showcase this collaboration for application elsewhere.

Within the TRC and CCRC region a significant number of recreation trails exist. However, those trails suffer from a lack of overall strategic consideration. Consequently, planning has often focused on the individual trail opportunity rather than the regional network. A lack of regional network focus has resulted in isolated links, unfinished connections and stranded opportunities to create larger loops.

Previous planning efforts have focussed on council-specific areas, and there is need to examine detailed opportunities for an inter-connected trail network across the region. The strategic plan resulting from this project will synthesise previous work into a single strategy document.

This strategy is also designed to provide a basis for decision making regarding future trail development and will identify priorities and actions that contribute to the overall regional network outcome.

The aims of the project include:

- Providing an analysis of the linkages across this region, bridging the planning gap between the longer-term vision for the wider Far North Queensland region and on-ground delivery of projects,
- Piloting regional planning methodologies for projects that cross local government boundaries,
- Documenting the existing and potential regional trail network,
- Recommendations for implementation including key actions and priorities, and
- Ensuring the strategy is useful for councils and community groups for coordinating effort towards an overall strategic outcome.

1.2   Project Methodology

The project is geographically limited to the boundaries of TRC and CCRC regions. TRC and CCRC are key collaborators with QORF on this project. Both regional councils understand the values that multi-use recreation trails provide to their communities and have expressed their support and willingness to collaborate in this project.

The project was managed by QORF with the support of a Project Control Group including representatives from:

- Sport and Recreation
- Tablelands Regional Council
- Cassowary Coast Regional Council
- Queensland Parks and Wildlife Service (QPWS)
- Tableland Outdoor Recreation Association (TORA)
- Cassowary Coast Multisport Club

The methodology for the project is summarised below:

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┌─────────────────┐      ┌─────────────────┐      ┌─────────────────┐
│                 │      │ Initial Analysis│      │                 │
│  Inception and  │  ──► │   Mapping and   │  ──► │    Network      │
│    Research     │      │    Strategy     │      │ Investigation and│
│                 │      │   Framework     │      │ Trail Assesments │
└─────────────────┘      └─────────────────┘      └─────────────────┘
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│                 │      │ Draft Strategy  │
│ Final Strategy  │  ◄── │  Development    │
│                 │      │  and Review     │
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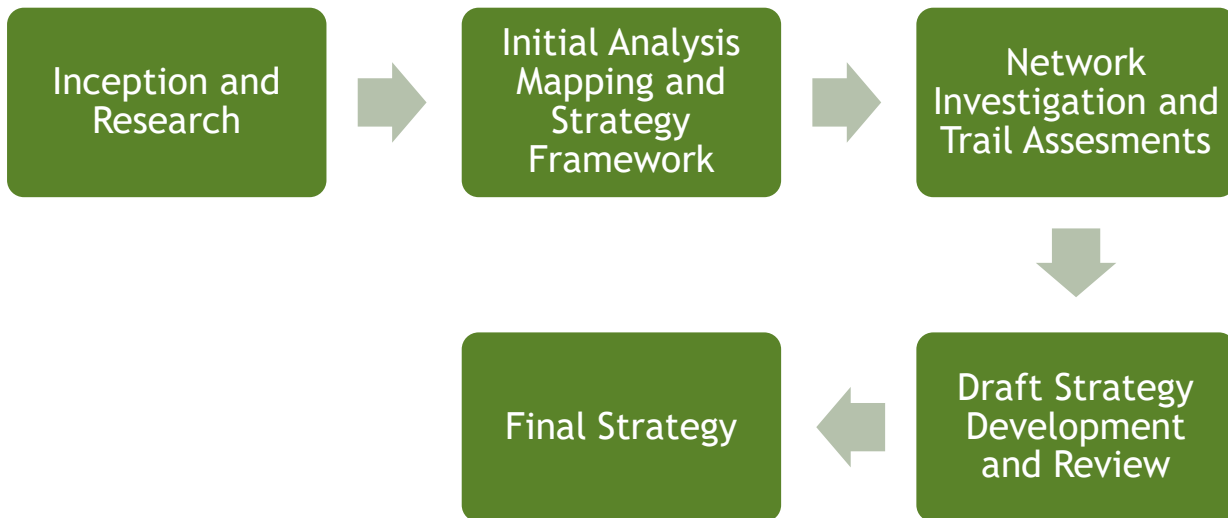
1.3   Defining Regional Multi-Use Trails

1.3.1   Importance of Multi-use Trails

Multi-use trails are valuable community assets with the potential to be economically and environmentally sustainable. Trails contribute to community well-being through healthy and active communities, providing a connection to cultural heritage, and by contributing economic benefits.

Roads/streets and walking paths were the top two locations identified in Queensland Sport, Exercise and Recreation Survey Adults (QSERSA 2015) for where Queensland adults exercise most. QSERSA also identified that 75% of activities undertaken require travel of under 10km.

QSERSA identified that:

- no car or poor public transport is a heightened issue amongst non-participants in Far North Queensland
- bushwalking and walking in general are considered the top two activities that people would choose if there were no barriers to their participation
- 98% of respondents in Far North Queensland told QSERSA that they expected to either stay at the same level of physical activity in the next 12 months (54%) or increase their level of physical activity in the next 12 months (44%)

Multi-use trails provide for a range of nature-based activities including walking, biking, horse riding and trail running.

1.3.2 What is a Regional Multi-use Trail?

The project team reviewed a number of other strategies and reports, and agreed on the following basis for inclusion in the strategy:

1. Must be multi-user - this means that single use walking or mountain bike trails are not included in this strategy.
2. Must be of regional significance - this means that local trails and short tracks are not included. Trails must have some factor that makes them regionally significant such as offering extended trip times, links between communities or iconic destinations.

A Multi-use Regional Trail (MuRT) provides for a range of users and can be a destination trailhead or iconic trail that attracts a regional or greater user base. MuRTs would normally offer more than 4 hours of activity, provide access to a regionally significant trail experience or provide a linkage between communities.

In a practical sense, there are uncertainties as to what could be included. A particular challenge is that an existing trail may not be regionally significant until a future link or loop is completed, creating the dilemma as to how it is classified based on existing circumstance or a future potential.

To assist in the planning further, the following criteria were developed to refine what trails to include in the project.
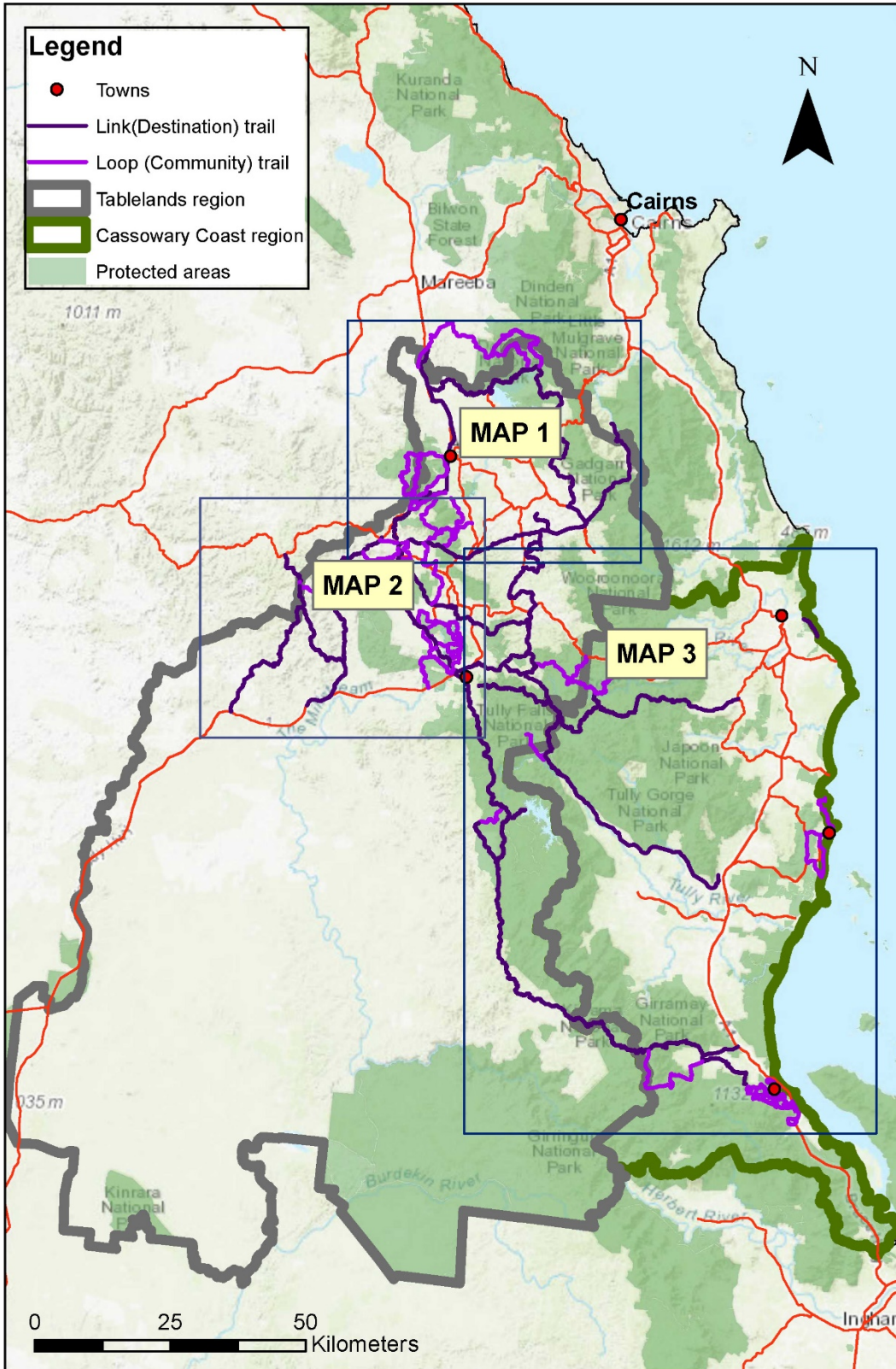
Multi-use Regional Trail Criteria include:

A. Includes non motorised trails, that are multi-use (meaning that they accommodate at least two different modes - walking, riding bicycles, riding horses).

B. Trails may acccommodate motorised activity, as they may include formal roads, road reserves, stock routes, firebreaks and roads or tracks within National Parks or Plantation Forest Areas.

C. Includes recreational trails and trails used for both recreation and competition. Does not include competition-only trail facilities (which would tend to be single user e.g. dedicated downhill mountain bike tracks).

D. Trails that provide extended trip times (greater than ½ day) including opportunities for long out and back loops. Also trail hub points where a day's riding/walking can be accessed from a single trail head but might involve use of several loops starting and finishing at the hub.

E. Trails that link between regional centres.

F. Trails that are destination trails/iconic trails attracting regional and greater use.

Based on the above, a final candidate list of around 90 trails (or links) were identified. These are shown in the following map. More detailed mapping of map inset areas is available in the Appendices.

CCRC and TRC trail opportunities

(note: the trails shown are multi-use in that they can accommodate two or more activities, but not all trails can accommodate all modes of use)

2. The Planning Area and Regional Context

The planning area comprises two local governments; Tablelands Regional Council which joins Cassowary Coast Regional Council at the mountain range separating the two. Most of the mountain and forest areas are part of the Wet Tropics World Heritage Area.

The councils include:

Tablelands Regional Council at 11,419 km2. Including the townships of:

- o Atherton
- o Tolga
- o Yungaburra
- o Herberton
- o Malanda
- o Ravenshoe
- o Millaa Millaa
- o Mt Garnet

Cassowary Coast Regional Council at 4,701 km2. Including the townships of:

- o Innisfail
- o Mission Beach
- o Tully
- o Cardwell

The combined population of the TRC-CCRC region is around 55,000 and this is part of the overall Far North Queensland population of around 273, 863 (2016).
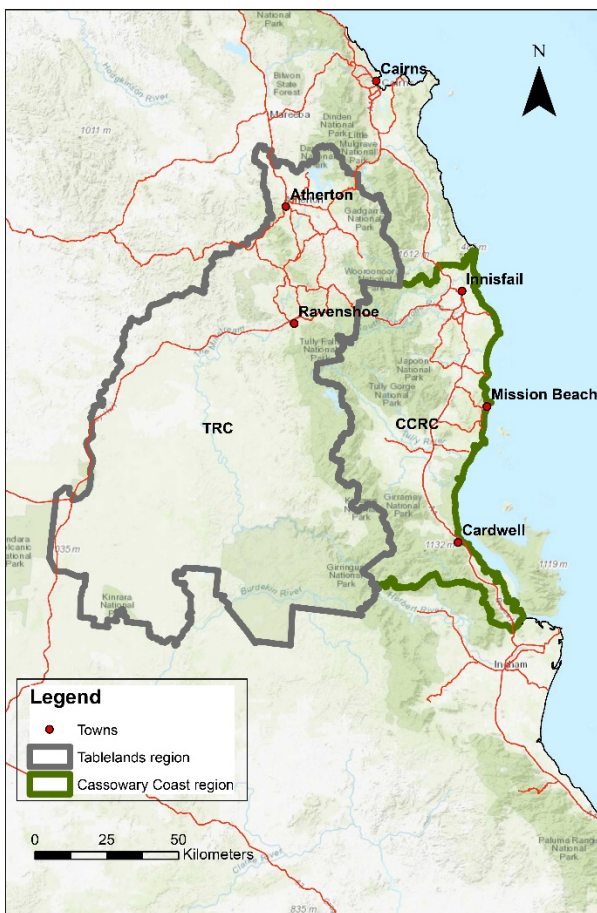
Figure 2
CCRC and TRC Regional Overview

Legend

- ● Towns
- Major rivers
- ▭ Tablelands region
- Protected areas

10 5 0   10 Kilometers

Walkamin
Tinaroo
Tolga
Kairi
Boar Pocket
Gadgarra
Atherton Atherton
Yungaburra
Butchers Creek
Moomin
Malanda
Herberton Tarzali
Jaggan
Topaz
Irvinebank
Millaa Millaa
Kaban
Silver Valley
Tumoulin
Mount Garnet
Ravenshoe Ravenshoe
TRC
Koombooloomba
Kirrama
Blencoe Falls

*Figure 3
Overview of
Tablelands
Regional
Council*
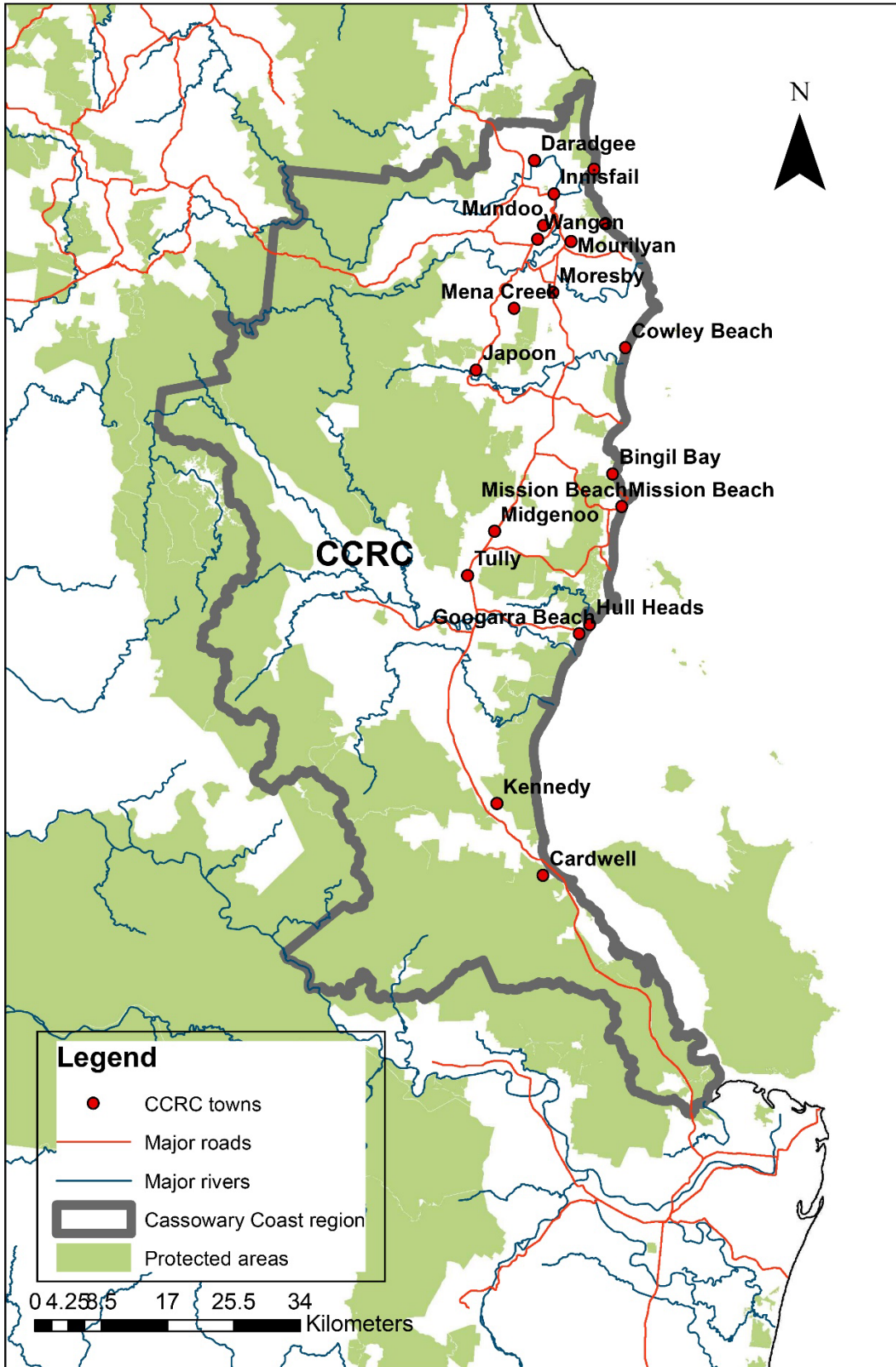
3. Assessing the Regional Trail Network and Opportunities

3.1   Review of Previous Planning

A review of previous planning and strategies was undertaken to identify candidate trails for inclusion in the strategy as well as understand the scale and basis of current planning.

Key documents were:

1. Revised Concept for Atherton Forest Mountain Bike Park (2014)

2. Blueprint for the Bush – Inventory of Tablelands Trails (2011)

3. TiMBA (Tablelands Integrated Mountain Bike Alliance) Strategic Approach to Trails Development (Daffyd Davis- Trails Wales) 2011

4. Atherton Tablelands Mountain Bike Destination Report (Trails Wales 2011)

5. Tropical North Queensland Regional Mountain Bike Strategy (FNQ Regional Organisation of Councils- World Trail 2015)

6. Qld Government State-wide Outdoor Recreation Framework 2014

7. QORF – Developing Mountain Biking in Qld 2014

8. QPWS, track and trail classification system 2012

9. The Benefits of Mountain Biking to the Atherton Tablelands and MTB Business Plan (Tableland Futures 2015)

10. TORA Top Ten Trails 2016 (Tablelands Outdoor Recreation Association)

11. Trail Assessment Prioritisation Report (City of Boulder Colorado 2004)

12. Atherton Tablelands Rail Trails Feasibility Study (Qld Transport and TRC 2008)

13. MTB Tourism in Tropical North Queensland Prospectus (Tourism Queensland 2015)

14. Regional Trails Plan (USA example – Salem- Manchester- Concord 2013)

15. Western Australia Trails Blueprint (Dept of Sport and Recreation 2017 – TRC Tourism)

In addition to reviewing the above documents all the available trails mapping data from TRC and CCRC was compiled where possible and assessed for inclusion or exclusion based on the initial selection criteria.

3.2   Stakeholders

The project involved discussions with regional stakeholder groups to identify their view of trails for consideration in the strategy and for the issues and challenges they saw in implementing a regional strategy.

The stakeholders included:

- Tablelands Outdoor Recreation Association
- Cassowary Coast Multisport Club
- Cassowary Coast Regional Council
- Tablelands Regional Council
- QPWS (Qld Parks and Wildlife Service)
- Sport and Recreation Services Qld

3.3   Identification and Mapping of Regional Trails

The inventory and mapping task involved identifying all the existing trails and the currently identified opportunities. Trails were then assessed for inclusion as candidates in the regional trails strategy.

Once identified, trails were classified for type and network status to allow better assessment of their suitability for inclusion in a priority set.

The inclusion considerations were:

A. Those that already meet the selection criteria for MuRT (Multi-use Regional Trails)
B. Those that can potentially meet the criteria with further investment in the trail or development of a critical link
C. Those that don't yet exist but have been planned in other strategies, or existed in the past and could be reinstated.

The detailed inventory and mapping is contained in Appendix One and records:

- Overall trail alignment (proposed or existing)
- Management entity, where known
- Type and status
- General comments and background information

3.3.1   Trail Classification and Assessment

A multifactorial assessment framework was developed that used a number of features to assess the current characteristics of a trail as well as to simplify assessment against inclusion in the MuRT network list and the subsequent prioritisation of actions.

3.3.1.1 Determination of Trail Type and Network Status

The assessment and classifications used the following framework.

Table 1 - Classification Framework

Assessment Feature	Classes	Description
Primary type	A. Link B. Loop	Linking trails are those that connect two destinations such as the rail trail between Mareeba and Atherton. Loops are circuit trails that return the user back to the start point without covering previously travelled trail sections. Some grey area exists here as some linking trails may be used locally as part of a loop trail and conversely, a loop trail from a local township may be part of a linked trail from further afield. Links are easy to identify as a discrete section of trail with a start and finish, but several links could eventually make a longer connecting trail; conversely, some local loop trails are part of larger link trails in the regional context.
Significance	C. Community Links D. Destination	Community links connect between two or more townships or villages. Destination trails (are mostly loops or return networks which are based around a specific trail head "destination" that users will travel to so they can experience the trail.
Trail Type	E. All User F. Shared User	All user trails are usually larger and wider and may include formed (but unsurfaced) roads and fire trails. There is an expectation that on these trails motorised vehicles may be encountered. They will allow walk, ride, horse, run, quad etc. Shared user trails are generally narrower and will be more constrained and only offer sharing across a few modes. Users do not expect to encounter motorised vehicles. Typically cycle, walk, run, ride, tracks.
Status	G. Formed H. Unformed I. Recovery J. Unknown	Open and useable trail No track developed Previous track in disrepair or overgrown and unusable Status unknown needs inspection
Management	K. Club or community group managed L. LGA managed M. State Managed/ Agency managed N. Mixed management O. No formal management/ unknown	Trail management can vary from trail ownership- there are many trails that are constructed and or maintained by community groups and clubs (sometimes this is not a sanctioned activity). Most of the state agency trails would fall under QPWS control, except for some roads which could be local government. Local government is responsible for numerous trails with their parks and reserves and for the maintenance of some trail head facilities. Mixed management reflects partnerships in trail management where different sections or aspects are managed by different entities.

3.4 The Candidate Trail Network

The following list details the final list of MuRTs

Table 2 Candidate Trail Network (abbreviations explained at the end of the table)

No.	Track Name	Town centre	Comments	Type	Significance	LGA	Tenure	Vehicles	Status (built or not)
1	Kirrama Range Access	Cardwell	Major link from coast to Tablelands via Mt Garnet, or to trails around Kirrama. Tourist route	Link	Destination	CCRC	RR	suitable	Formed
2	MB mtb track	Mission Beach	Used for annual MTB race and social rides	Loop	Link	CCRC	SF	suitable	Formed
3	MB mtb track	Mission Beach		Loop	Link	CCRC	SF	suitable	Formed
4	MB mtb track	Mission Beach		Loop	Link	CCRC	SF	suitable	Formed
5	Cardwell challenge pt a	Cardwell		Loop	Link	CCRC	SF	suitable	Formed
6	Cardwell challenge pt b	Cardwell		Loop	Link	CCRC	SF	suitable	Formed
7	Cardwell chall MTB race	Cardwell		Loop	Link	CCRC	SF	suitable	Formed
8	Cardwell chall MTB race	Cardwell		Loop	Link	CCRC	SF	suitable	Formed
9	Sutties to Sth Johnstone	Millaa Millaa/Innisfail	Major access road to Misty Mountains trail network	Link	Link	CCRC/ TRC	NP	suitable	Formed
10	Millaa Millaa to R'hoe	Millaa Milla/R'hoe	Existing, sealed multi-use road. Blind corners are an issue. Quiet road	Link	Link	TRC	RR	suitable	Formed
11	West Palmerston	Millaa Millaa/Innisfail	Road within the Misty Mountain network, access from the Palmerston highway; road currently closed due to Maalan bridge closure	Loop	Link	TRC	NP	unsuitable	Formed
12	K Tree Rd to Sutties G	Millaa Millaa/Innisfail	Part of Misty Mountains network	Loop	Link	CCRC/ TRC	NP	suitable	Formed

No.	Track Name	Town centre	Comments	Type	Significance	LGA	Tenure	Vehicles	Status (built or not)
13	Kirrama & Red rd	R'hoe/Cardwell	Destination trail. Multi-use potential including motorised. Historical importance, suitable for events. Current informal used by recreationalists (Culpa Road); Red Rd and Kirrama is used by vehicles; listed here to highlight potential but would be major project needing much input and support	Link	Destination	CCRC/TRC	RR/SF	unsuitable	Formed
14	Kirrama & Red rd	R'hoe/Cardwell	Part of R'hoe to Kirrama link	Link	Destination	CCRC/TRC	RR/SF	unsuitable	Formed
15	Nitchaga Creek Road	Ravenshoe	Part of loop near Koobooloomba	Loop	Link	TRC	SF	suitable	Formed
16	Nitchaga Creek Road	Ravenshoe	Part of loop near Koobooloomba	Loop	Link	TRC	SF	suitable	Formed
17	Cochable ck road	Tully	Area proposed for increased tourism use	Loop	Link	CCRC	RR	suitable	Formed
18	H-road & access	Tully	High priority for connectiviity and promotion. Special features - Historical significant, scenic, off-rd experience	Link	Destination	CCRC/TRC	RR	unsuitable	Recovery
19	Gorrel track to Mena Ck	Innisfail	Currently used by MTB riders; suitable for walking; part of Misty Mountains network	Link	Link	CCRC	NP	unsuitable	Recovery
20	Sunwater_Tinaroo channel	Atherton	Leased to Sunwater. Limited usebut huge potential. Permit required from Sunwater for group activites. Individual activities and access are not currently permitted Formed and well maintained Very high priority - key network connection	Link	Link	TRC	Other	suitable	Formed

No.	Track Name	Town centre	Comments	Type	Significance	LGA	Tenure	Vehicles	Status (built or not)
21	Rail Trail	Rail Trail	Current status - leased from TMR by AHHR. Agreements in place for development as a shared trail for multi-use recreation and future use of the railway line. Very high priority for development	Link	Destination	TRC	Rail res.	unsuitable	Unformed
22	Mount Baldy - Inner loop	Atherton	Maintained to various levels Currently used by local recreationalist, tourism groups. Low level promotion, needs signage Special features - Very high biodiversity values	Loop	Link	TRC	RR/SF	suitable	Formed
23	Inner Wallum loop	Atherton	Maintained to various levels. Mosty 4wd track. Currently used by local recreationalist, tourism groups. Low level promotion, needs signage Special features - Very high biodiversity values	Loop	Link	TRC	RR/SF	suitable	Formed
24	To Kirrama & Red Rd	Ravenshoe	Current informal used by recreationalists	Link	Destination	TRC	RR/SF	unsuitable	Formed
25	Plath Rd - Deep Creek	Atherton/Herberton	Current informal used by recreationalists; needs signage	Loop	Link	TRC	NP	suitable	Formed
26	Cherry Tree ck, Wongabel	Atherton/Herberton	Formed as firebreak only. Current informal used by recreationalists; needs signage	Loop	Link	TRC	NP	suitable	Formed
27	Cherry Tree ck, Wongabel	Atherton/Herberton	Formed as firebreak only. Current informal used by recreationalists; needs signage	Loop	Link	TRC	NP	suitable	Formed
28	Plath Rd - East Hill Rd	Atherton/Herberton	Current informal used by recreationalists; needs signage	Loop	Link	TRC	NP	suitable	Formed

No.	Track Name	Town centre	Comments	Type	Significance	LGA	Tenure	Vehicles	Status (built or not)
29	Carrington	Atherton/Herberton	Current informal used by recreationalists; needs signage; northern section not formally constructed	Loop	Link	TRC	NP	unsuitable	Recovery
30	Plath Rd - Drovers Look	Atherton/Herberton	Current informal used by recreationalists; needs signage	Loop	Link	TRC	NP	suitable	Formed
31	Rolley Rd - Plath Road	Atherton/Herberton	Current informal used by recreationalists; needs signage	Loop	Link	TRC	NP	suitable	Formed
32	ROLLEY RD and E-Hill Rd	Atherton/Herberton	Conservation reserve. Current status- Formed and well maintained, well used by recreationalists but not signed or promoted. Special features - Halls Falls, Drovers Lookout	Link	Link	TRC	RR/NP	suitable	Formed
33	R'hoe_segment6	Ravenshoe	Current status - used by recreationalists but not signed or promoted.	Loop	Link	TRC	SF	suitable	Formed
34	Henry Hannam Dr to TIN'	Walkamin	Current status- Formed and well maintained, well used by recreationalists but not signed or promoted except for vehicle tourism	Loop	Link	TRC/MSC	RR	suitable	Formed
35	Kauri Creek Rd	Atherton/Kairi/Tinaroo	Current status- Formed and well maintained, well used by recreationalists but not signed or promoted except for vehicle tourism	Loop	Link	TRC/MSC	NP	suitable	Formed
36	Danbulla Forest Drive	Atherton/Kairi/Tinaroo	Current status- Formed and well maintained, well used by recreationalists but not signed or promoted except for vehicle tourism	Link	Destination	TRC	RR	suitable	Formed

No.	Track Name	Town centre	Comments	Type	Significance	LGA	Tenure	Vehicles	Status (built or not)
37	Mt Edith Road	Atherton/Kairi/Tinaroo	Current status- Formed and maintained, well used by recreationalists but not signed or promoted except for vehicle tourism	Loop	Link	TRC/MSC	NP	suitable	Formed
38	Old Crater rd (roughly)	Herberton	Historical importance; great potential for non-motorised access; needs negotiation with WTMA and QPWS. High priority; not constructed	Link	Link	TRC	RR	unsuitable	Recovery
39	Kulunga to Tepon	Herberton	Approved for horse riding. Partially maintained, not promoted and used informally, extensively used by endurance horse riders Special Features- Network of interconnecting tracks	Loop	Link	TRC	RR/SF	suitable	Formed
40	Coolabbi Track	Ravenshoe	Firebreak only. Approved for horse riding. Partially maintained, not promoted and used informally, extensively used by endurance horse riders Special Features- Network of interconnecting tracks	Loop	Link	TRC	SF	suitable	Formed
41	Kidner Fire Break	Ravenshoe	Firebreak only. Approved for horse riding. Partially maintained, not promoted and used informally, extensively used by endurance horse riders Special Features- Network of interconnecting tracks	Loop	Link	TRC	SF	suitable	Formed
42	Grant Track	Ravenshoe	Firebreak only. Approved for horse riding. Partially maintained, not promoted and used informally, extensively used by endurance horse riders Special Features- Network of interconnecting tracks	Loop	Link	TRC	CP	suitable	Formed

No.	Track Name	Town centre	Comments	Type	Significance	LGA	Tenure	Vehicles	Status (built or not)
43	Percy_track_2	Ravenshoe	Approved for horse riding. Partially maintained, not promoted and used informally, extensively used by endurance horse riders Special Features- Network of interconnecting tracks	Loop	Link	TRC	SF	suitable	Formed
44	Kidner Quarry Access	Ravenshoe	Approved for horse riding. Partially maintained, not promoted and used informally, extensively used by endurance horse riders Special Features- Network of interconnecting tracks	Loop	Link	TRC	SF	suitable	Formed
45	Percy Track	Ravenshoe	Firebreak only. Approved for horse riding. Partially maintained, not promoted and used informally, extensively used by endurance horse riders Special Features- Network of interconnecting tracks	Loop	Link	TRC	SF	suitable	Formed
46	Robinson Creek Road	Ravenshoe	Partially maintained, not promoted or sign posted. Special features - MacKenzie Falls, links to railway. Requires signage and promotion	Loop	Link	TRC	SF	suitable	Formed
47	Robinson Ck Road (alt)	Ravenshoe	Firebreak only. Partially maintained, not promoted or sign posted. Special features- MacKenzie Falls, links to railway Issues- Requires signage and promotion, potential road closure	Loop	Link	TRC	SF	suitable	Formed
48	Settlers Track	Ravenshoe	Partially maintained, not promoted or sign posted.	Loop	Link	TRC	SF	suitable	Formed
49	Settlers Track	Ravenshoe	Partially maintained, not promoted or sign posted.	Loop	Link	TRC	SF	suitable	Formed
50	Smith Road Extension	Ravenshoe	Partially maintained, not promoted or sign posted.	Loop	Link	TRC	SF	suitable	Formed

No.	Track Name	Town centre	Comments	Type	Significance	LGA	Tenure	Vehicles	Status (built or not)
51	Toohey Track	Ravenshoe	Partially maintained, not promoted or sign posted.	Loop	Link	TRC	SF	suitable	Formed
52	Allen Road Extension	Ravenshoe	Partially maintained, not promoted or sign posted.	Loop	Link	TRC	SF	suitable	Formed
53	Tumoulin loop	Ravenshoe	Firebreak only. Partially maintained, not promoted or sign posted.	Loop	Link	TRC	RR/SF	suitable	Formed
54	May's Break	Ravenshoe	Firebreak only. Partially maintained, not promoted or sign posted.	Loop	Link	TRC	SF	suitable	Formed
55	May's Break2	Ravenshoe	Firebreak only. Partially maintained, not promoted or sign posted.	Loop	Link	TRC	SF	suitable	Formed
56	May's Break3	Ravenshoe	Firebreak only. Partially maintained, not promoted or sign posted.	Loop	Link	TRC	SF	suitable	Formed
57	R'hoe_Koobooloomba	Ravenshoe	Main road to Tully Gorge	Link	Destination	TRC	RR	suitable	Formed
58	Ravenshoe to Wondecla	Ravenshoe/Herberton	Parallel to rail reserve Destination trial but currently community trail Special features- railway construction, historic, swimming holes, Wild River, geology Current status- maintained road	Link	Link	TRC	RR	suitable	Formed
59	Ravenshoe access	Ravenshoe	Partially maintained, not promoted or sign posted.	Loop	Link	TRC	RR/SF	suitable	Formed
60	Maalan Road	Ravenshoe	Maintained road	Link	Link	TRC	RR	suitable	Formed
61	Ravenshoe Tower track	Ravenshoe	Partially maintained, not promoted or sign posted.	Loop	Link	TRC	SF	suitable	Formed
62	Tumoulin network	Ravenshoe	Firebreak only. Partially maintained, not promoted or sign posted.	Loop	Link	TRC	SF	suitable	Formed
63	R'hoe_segment7	Ravenshoe	Partially maintained, not promoted or sign posted.	Loop	Link	TRC	SF	suitable	Formed

No.	Track Name	Town centre	Comments	Type	Significance	LGA	Tenure	Vehicles	Status (built or not)
64	Bluff Road	Ravenshoe/Herberton	Loop and Link Trail. Formed but not maintained Special features- historical interests, Bakers Oak, Botanical significance on the Bluff. High priority due to tenure being available Potential link	Link	Link	TRC	RR	suitable	Recovery
65	Mt Misery - Irvinebank	Herberton/Irvinebank	Main road from Irvinebank to Mt Garnet. Historic mining areas.	Link	Link	MSC	RR	suitable	Formed
66	Mt Misery - Silver Val	Herberton/Irvinebank	Nettle Ck road to Silver Valley rd and Innot Hot Springs	Link	Link	TRC	RR	suitable	Formed
67	Irvinebank - Silver Val	Herberton/Irvinebank	Important link to Mt Misery rd	Loop	Link	TRC	RR	suitable	Formed
68	Irvinebank - Mt Garnet	Herberton/Irvinebank	Could also be called 'link trail' as is joins Mt Garnet	Link	Link	TRC	RR	suitable	Formed
69	Silver Valley Rd	Herberton/Mt Garnet	Could also be called 'link trail' as is joins Mt Garnet	Link	Link	TRC	RR	suitable	Formed
70	Stevens - Silver Val	Herberton/Irvinebank	Shortcut to Silver Valley Rd from Wondecla	Loop	Link	TRC	RR	suitable	Formed
71	Millaa to Sutties	Millaa/Ravenshoe	Main rd, sealed, promoted as tourist drive, leads to Misty Mtn network	Link	Link	TRC	RR	suitable	Formed
72	Flaggy track E	Herberton	Part of previous network within State Forest, variable maintenance	Loop	Link	TRC	SF	suitable	Formed
73	Flaggy track NW	Herberton	Part of previous network within State Forest, variable maintenance	Loop	Link	TRC	SF	suitable	Formed
74	Flaggy track A	Herberton	Part of previous network within State Forest, variable maintenance	Loop	Link	TRC	SF	suitable	Formed
75	Top of Herberton Ra.	Atherton/Herberton	Link firebreak to top of range	Loop	Link	TRC	SF	unsuitable	Formed

No.	Track Name	Town centre	Comments	Type	Significance	LGA	Tenure	Vehicles	Status (built or not)
76	Silver Valley to Tepon	Herberton	Variable maintenance. Talk to Tim Daniels about other connectors in this area. Needs signposting. Suitable for horses.	Loop	Link	TRC	RR	suitable	Formed
77	Gadgarra area	Malanda	NEEDS CHECKING. Par main road, part old forestry track with questionable access. Check re private property & State plantation area	Link	Link	TRC	RR/SF	Needs checking	Unknown
78	Russell rd	Malanda	main road, sealed	Link	Link	TRC	RR	suitable	Formed
79	Mailman's track	Malanda	High priority to maintain, various accessibility. Some road reserve. See Tim Forsyth for condtion assessment. current informal use. Historic significance. QPWS, Aboriginal land and CRC road reserve	Link	Link	TRC?CRC	RR/NP/Ab.	unsuitable	Unknown
80	Glen Allyn to Tarzali	Malanda	current road, sealed in parts	Link	Link	TRC	RR	suitable	Formed
81	Butchers ck - Tarzali	Malanda	current road, sealed in parts. Needs checking Tarzali end (Hosie lane)	Link	Link	TRC	RR	suitable	Formed
82	Tarzali to Milla	Malanda/Millaa	current road, sealed in parts. Needs checking. Goes on main Malanda/Millaa rd. Need to check for quiet alternative	Link	Link	TRC	RR	suitable	Formed
83	Clarke's track - Landry	Malanda	NEEDS CHECKING that still contiguous road reserve or whether cuts private property	Link	Link	TRC	RR	unsuitable	Recovery
84	Landry to Crater	Malanda	Quiet rural road that could ultimately connect to Herberton. Kennedy Highway section would be an issue to some users	Link	Link	TRC	RR	suitable	Formed

No.	Track Name	Town centre	Comments	Type	Significance	LGA	Tenure	Vehicles	Status (built or not)
85	Flaggy track b	Herberton	Part of network within State Forest, variable maintenance	Loop	Link	TRC	SF	suitable	Formed
86	Musgravea & Mission Bch	Mission Beach	Promoted at Mission Beach as cycling route. Not formally constructed	Loop	Link	CCRC	RR/NP	suitable	Recovery
87	Addition to SF network	Cardwell	used by local riders	Loop	Link	CCRC	SF	unsuitable	Unformed
88	Bluff to Elms	Herberton	Makes loop from Herberton and back into Carrington network	Loop	Link	TRC	RR	unsuitable	Recovery
89	Kalunga to Tepon coach	Herberton	Joins Flaggy Ck; makes extra loop out of Wondecla, can go through to Evelyn. etc	Loop	Link	TRC	RR	unsuitable	Recovery
90	Kjellberg rd	Ravenshoe	Links Millaa Millaa via Kjellberg rd, Sluice Ck rd to Kaban/Evelyn; rainforested; existing road reserve, one of Palmerston's original exploration tracks to the coast	Link	Link	TRC	RR	suitable	Formed
91	Sullivans track	Sullivans track	Links Cardwell to top of Kirrama range. Being restored by CCRC volunteer group	Loop	Link	CCRC	NP	unsuitable	Recovery
92	Cardwell Range track	Cardwell range track	Misty Mtn trail linking Ravenshoe to Sutties Gap rd. QPWS have approved for MTBs	Link	Link	TRC	NP	unsuitable	Formed
93	Coquette Pt to Etty Bay	Innisfail	Links Innisfail with Etty Bay. Indigenous group, CCRC, QPWS et al supportive of progressing. Old logging road now overgrown	Link	Link	CCRC	NP	unsuitable	Recovery

Abbreviations:

CCRC - Cassowary Coast Regional Council

MSC - Mareeba Shire Council

TRC – Tablelands Regional Council

RR - Road Reserve

SF - State Forest

NP – National Park

In addition to the above, Tablelands Regional Council is currently investigating the development/promotion of 10 Iconic Trails for the region. When this work is complete some of those may qualify for inclusion in this strategy.

Cassowary Coast Council had also indicated that there may be additional input in the future.

4. Review of Trail Management Issues and Models for Management

A number of constraints and impediments impact on the development of a network of MuRTs:

- access to trails and access to land for trails;
- level of detail required for comprehensive trail planning;
- co-ordination of planning between traditional owners, current tenure holders, user groups and government agencies;
- land use planning;
- identification and security (protection from other uses) of regional trail corridors;
- comprehensive social, environmental and economic requirements to ensure trail construction is sustainable;
- funding for trails and associated infrastructure and services (for development, management and maintenance);
- maintenance of trails (both within a tenure and across different tenures and/or different land managers);
- management of trails (both within a tenure and across different tenures and/or different land managers); and
- effective marketing and promotion of trails

There are a range of different factors contributing to these impacts including:

- Lack of consideration of trails planning in regional and land use planning, planning schemes and considerations of future uses of linear reserves and corridors.
- In the past there was limited political support for trails and few models of cooperation between community and all levels of government.
- Public liability concerns which limit volunteer-based trail development and maintenance and public access to freehold land.
- Lack of legislative, institutional and administrative frameworks for planning, developing and managing trails that span multiple landholdings/properties, multiple land tenures or multiple Queensland Government and local government jurisdictions.
- Competition between different recreation user groups and incompatibility between some trail-based activities.
- Regional growth coupled with increasing demands for outdoor recreation creating use pressure on existing resources and some trail activities creating negative connotations for land managers due to erosion damage and weed dispersal.

QORF noted in the Active Trails Strategy that:

Trails planning, development and management in Queensland is a complex task. On any single trail-related issue for any one recreation activity there may need to be interaction between the range of community, political and government institutions. For example, inadequate provision of trail bike riding opportunities has resulted in issues associated with illegal trail bike riding on public and private lands.

This has already mobilised both State and local politicians, State and local government officers and the community to try to resolve the issue via a variety of statutory and non-statutory mechanisms.

A number of key issues are discussed below.

4.1 Trail Management and Planning Issues

There are a range of issues which should be considered in the planning and management of Multi-user Regional Trails.

State government trails planning has reasonably focused on state lands (eg. national parks and State forests) and local government focus on issues at the local and district level, with only minimal consideration of regional-level trail opportunities.

Trails planning using different methodologies has also resulted in a variety of inconsistent outcomes.

Resolution of these trails planning issues will require a variety of solutions including:

- partnerships between local councils and State government agencies to address trails planning, development and management at a regional level;
- a consistent approach and methodology to demand assessment, trails plans and trails descriptions;
- consistent spatial representation of digital trails data;
- strong emphasis on connections between adjoining local governments at the sub-regional and regional planning levels in future trails planning, possibly facilitated in partnership with the State government.

Less clearly defined impediments which are more difficult to resolve, relate to individual or public opinion, societal trends and government policies. However, trails-based recreation is now increasing in popularity and the tide of opinion is probably in favour of trails as infrastructure and the NIMBY pushback that has impeded past planning may now not emerge as frequently.

Past issues include:

- Opposition to trails in specific areas, such as conservation estates, along unconstructed roads and in rivers and streams.
- Opposition from some residents within rural communities to the acquisition and use of rural land for public recreation purposes.
- Concerns regarding loss of recreation opportunities that may arise from corporatisation, privatisation and sale of public lands previously held by the State.

4.1.1 Multiple Tenures

Some of the trails will require consent and agreement from a number of land owners. This can be complex unless the trail is located on a road or rail reserve or access easement. Trails that are within a single jurisdiction or only need consent from a single public land owner will usually be the simplest to achieve.

Part of the rationale for a regional strategy is to provide a framework to approach multi-tenure trail planning by developing the objective assessment of priorities and planning actions.

Where the trails use may be a secondary purpose on a specific parcel of land then it may be that a land owner (especially if freehold and private) will want a formal instrument to define the trail easement and limit any liability they may have for a future trail, its maintenance or any injury that could arise.

4.1.2   Trail Ownership and Responsibility

A common point of resistance from local government and state government land managers is the recurrent budget implications of trail development. While trail development is generally supported, the public access trail system offers no direct financial return to the trail "owner", and the expansion of the trail network represents future maintenance costs that are not funded. For a local or state government that has a very large area to manage and a small and dispersed population, developing new assets can be problematic.

The main solution that has emerged is the development of government and community partnerships to address maintenance issues using trail alliances and similar. Alternatives that have been suggested in other strategies include:

- Trail permit or license systems which generate revenue
- Donation systems at trail heads
- Merchandise and map sales to contribute to a maintenance pool
- Regional trail authorities which are funded to develop and maintain trails across a range of public areas. These entities do not take over ownership or control of the land rather they are responsible for the trail infrastructure only and manage it in a way that collaborates with the land owner.

How a trail is going to be maintained is a critical consideration in implementation planning and a current limiter for multi-use trail development in Queensland.

4.1.3   Native Title, Cultural Heritage and Traditional Owners

The views of Traditional Owners must be considered in trails planning, and Native Title and Cultural Heritage must be included in the preparation phase.

While some trails and uses exist already, any planning for future enhancement, connection or inclusion of trails on land subject to Native Title should include Traditional Owners to consider their views and cultural issues.

This report does not provide detail of Native Title or Cultural Heritage issues associated with specific trail projects, as that level of detail was beyond the scope of this project.

For any implementation planning of the trails identified within this report, it is recommended that the proponent work with the appropriate land manager to engage with Traditional Owners at the beginning of the process. For new trail alignments, allowance should be made for the cost of cultural assessment or advice from the acknowledged organisation, with sufficient time allocated for consultation with Traditional Owners.

4.1.4 Public Liability

Problems associated with public liability possibly represent the single largest restriction on trail development and public access to public lands. Public liability concerns also impact upon the availability of, and access to, private land for public recreation.

QORFs Active Trails Strategy found that:

From the review of existing international and Australian legislative and administrative approaches to provision of secure public access on recreation trails (including appropriate controls, liability cover and damage compensation arrangements), five general requirements were identified for the effective development of regional recreation trails across urban and non-urban areas of SEQ and for Queensland generally:

- *new land tenure and laws for recreation land and trails (eg. regional recreation park);*
- *extension of easements and statutory covenant provisions to include public access and recreation trails;*
    - *introduction of appropriate policies to enable wider application of the Recreation Areas Management Act 1988 to linear recreation areas (eg. riverside parks, long distance rail trails) to facilitate management of multi-land tenure trails under existing legislation;*
    - *provision of incentives to encourage and reward landowners providing public access for recreation; and*
    - *State and/or local government political acceptance of new responsibilities for recreational liability when private landholders provide public recreation trail opportunities on their private land.*

Irrespective of whether new laws relating to recreation land are developed, there is a need for a variety of mechanisms to enable liability protection for non-government, community-based organisations to plan, develop, manage and/or maintain trails. Any legislation should enable different management options (eg. trusts, local government, State government, not-for-profit organisations or combinations of some or all of these), depending on the trail location and the trail activities.

4.1.5 National, State and Local Government Planning Overlays

This document is intended as a strategic outline that identifies opportunities for trail development by local government or other interested parties. However, mapping and consultation has not been to the level of detail required for any of these trails to proceed or otherwise. They all need more detailed planning and any proposals will need appropriate assessment by local government or other parties.

A trail proposal could conceivably need assessment under:

- Local Government Planning Schemes
- QPWS Management Plans and legislation
- WTMA Management Plans
- Regional Planning Strategies
- Department of Transport Infrastructure Plans

4.1.6 Cross Boundary Trails

Cross boundary trails cover different LGAs and most likely one or more state government agencies. The key issue is defining the responsibility for management and maintenance. As discussed above the concern is the lack of funding for maintenance and that there may be a significant differential between the parties as to both the standard of maintenance and the ability to resource it.

Where trails are on old road reserves or fire trails which receive basic maintenance already, the issue may not be as critical. But where it is a new trail build and involves multiple owners, then proceeding with the project should not be supported without an agreement resolving maintenance responsibilities.

Figure 5 - QORFs 2007 Active Trails Strategy, illustration of the potential cross boundary and multi-tenure challenges of a MuRT.
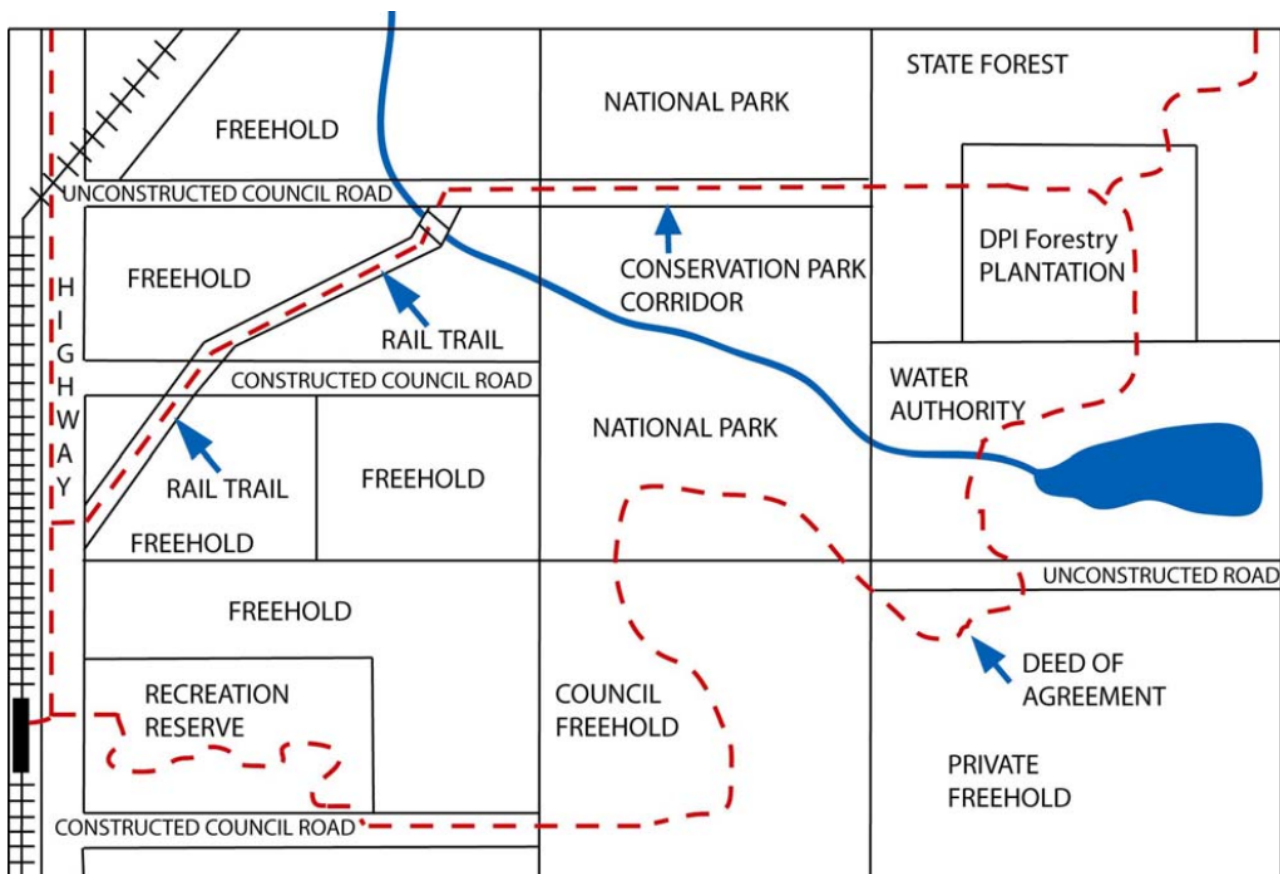
4.1.7 Managing Regional Trails

The management of regional trails is challenging, and new models should be considered.

A key aspect will be effective regional coordination either through a formal body or a coordinating groups involving all the stakeholders. Regional coordination is needed due to:

- The lack of effective co-ordination between agencies involved in trails planning, development and management.
- The differences in availability of recreational trail opportunities (both existing and potential) between local authorities.
- Varying capacity of local governments to finance trail planning, development and management.
- The possibility that due to competing priorities a local government may focus on short-term costs and view "regional trail" proposals as future financial, social and environmental millstones that will burden already overcommitted rate payers.
- The highly variable capability of local populations to sustain trail support groups

The QORF Active Trails report identified a variety of models of institutional arrangements.

These options address a range of issues, both strategic and operational, and cover situations varying from a single trail on one tenure to multiple trails across multi-jurisdictions. In these examples, the various agencies, trusts, committees, etc conduct a variety of functions, from trails co-ordination to trails development, trails management, marketing and/or funding. In nearly all of the examples, a single, co-ordinating agency accepted responsibility for trails as a core function. However, it was noted that the scope of this responsibility varied.

- *the capacity to co-ordinate trails planning across multi-jurisdictions, including both private and public lands (including roads);*
- *the ability to develop strategic plans for trails, cognisant of the local, regional and state context and issues;*
- *the ability to address complex legislative or strategic issues requiring cross-government agency collaboration;*
- *the ability to act as a trails advocate, or to work closely with a trails advocate, preferably a prominent public figure;*
- *the ability to provide trails funding and/or to influence the disbursement of funding in accordance with an overall Strategic Plan;*
- *the capacity to work with and influence both State agencies and local governments to achieve consistency in standards and management practices, where appropriate;*
- *a sufficient resource base and degree of security to endure changes in government administration, changes in political leadership, etc;*
- *the capacity to work with a broad network of stakeholders, from government, industry and the community; and*
- *broad membership/representation to ensure adequate representation of non-government interests and provision of independent advice.*

In successful models (eg. in Victoria and South Australia), a State government agency has accepted financial responsibility for the administrative support to the co-ordinating organisation. It appears that the coordination of regional trails in SEQ could best be achieved with:

- *appointment of a lead agency for regional trails (eg. a State government department or agency);*
- *establishment of a co-ordinating committee incorporating representation from State government, local government (on a sub-regional level), and the community; and*
- *provision of financial support to fulfil the responsibilities and achieve the outcomes established by the co-ordinating committee, including:*
  - *setting direction and priorities;*
  - *co-ordinating individual agency activities;*
  - *communication with relevant stakeholders (government and community); and*
  - *monitoring and reviewing.*

4.2   Implementation Strategies

This document is aimed at the strategic level and focusses on opportunities for an inter-connected trail network across the region. It was developed as a guidance document for use by agencies and organisations, rather than to make immediate demands or set direction for existing tenure holders or land managers. Detailed implementation actions are beyond this scope.

Whilst the report has been developed through consultation with numerous stakeholders, it does not present an exhaustive list of all possibilities, and new options may come to light from time to time. Implementation depends on promotion and adoption of the strategy by different groups. CCRC and TRC have committed to use the plan to guide future actions and will undertake to advise community groups that the document is available. It will be also be published on the QORF website.

In terms of implementation, the more detailed level of planning for delivering MuRTs should be based around the following five action areas:

1. Plan
2. Build
3. Link
4. Enhance
5. Enable

4.2.1 Plan

Planning in this sense is meant to infer the strategic and route planning associated with a trail network as opposed to construction design and planning.

For larger networks and "missing links" implementation of the strategy will require trail planning to identify alignment solutions and the available options to achieve that link. Planning will identify any landowner and other negotiations required as well as addressing some of the issue discussed in the previous section.

4.2.2 Build

Some of the trails or links identified may be at the stage where they are ready to build only need the funding and resources to construct.

4.2.3 Link

Linkage is a strategic priority where the regional trail capacity is only held back by a short missing section which if prioritised and built would create the opportunity in return for a relatively minor investment.

4.2.4 Enhance

Enhancement actions are those which require some additional investment in an existing trail to make it a MuRT. This could be wayfinding or some trail treatment to support multiple use.

4.2.5 Enable

Enabling actions relate to permissions or landowner constraints which are preventing trail use. Actions could include lobbying for regulation, zoning or other controls to be changed or relaxed to allow use.

4.3 Prioritising Implementation

In terms of regional considerations, the initial trails assessment considered as a priority those opportunities that offered:

1. Trails linking mountains to the coast
2. Missing links that have already been identified and are immediately achievable
3. Low cost high value opportunities (e.g. trails that can be implemented with minimal investment)
4. A high return in terms of tourism attraction
5. Access to new destinations that have been identified as highly desirable (e.g. the H Link)

In addition, planning and management priorities needed to be considered to provide some guidance for those longer-term projects not immediately achievable.

4.4 Priority Assessment Matrix

A priority assessment matrix was developed for the candidate trails and used to rate the individual trail in terms of the key implementation actions and an overall priority.

Following a review with the project team it was agreed that a reduced set of robust action priorities were agreed:

1. Signage
2. Negotiation
3. Construction

Individual trails were scored 1,2,3 (with 1 being the highest priority) against each of the criteria and then an overall score of 1-3.

Table 3 Action Priority Assessment Matrix

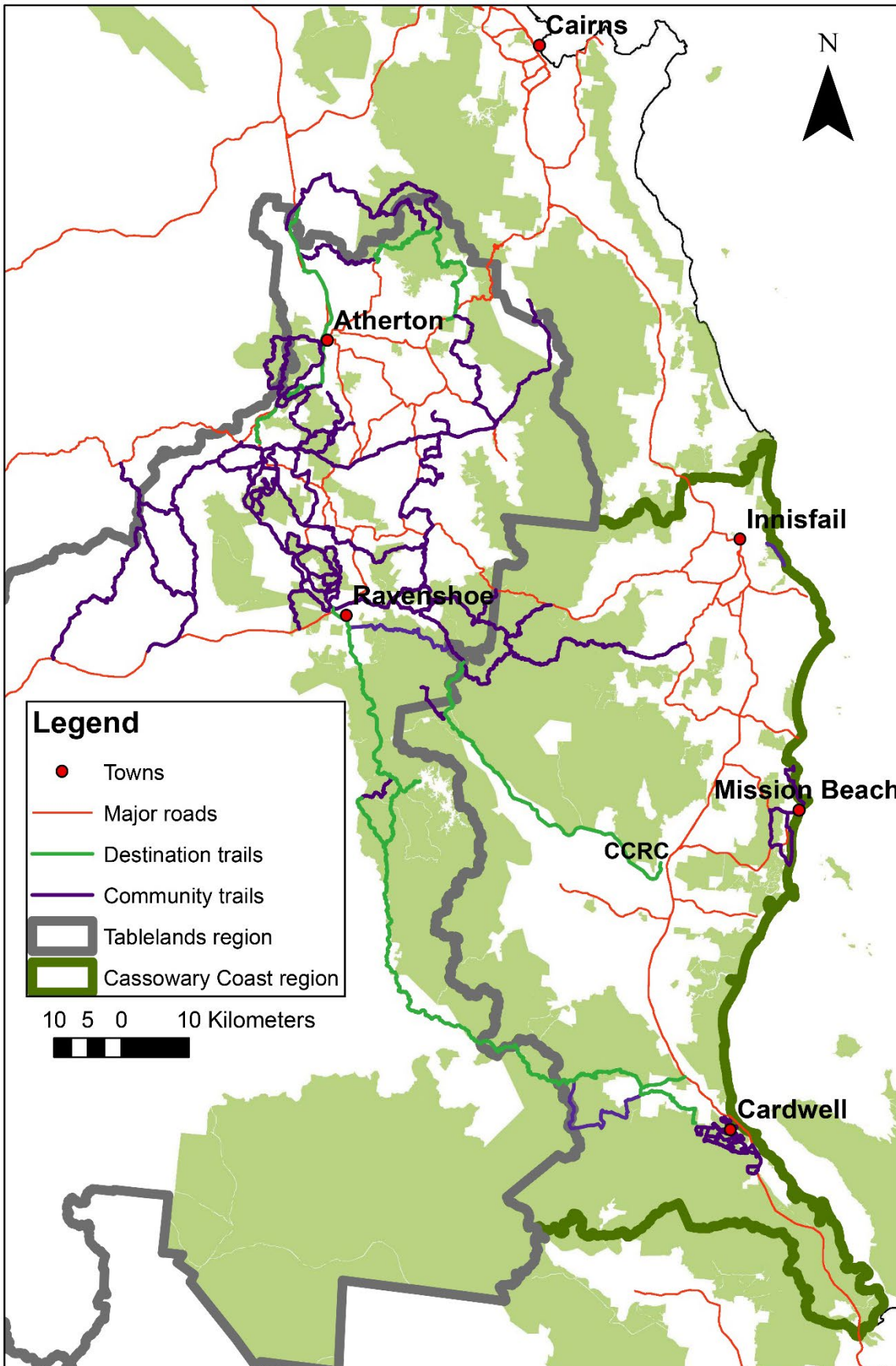| Assessment – Action Priority	Assessment considerations	Comments
Signage	• Ready to go • Already legal to use • Need signage to make available to locals, general public and visitors so they are aware of the opportunity and don't get lost	Need to come up with sign styles and protocols, so there is consistency. Adopting QPWS totem styles as a standard would be most efficient as many of the trails are on the protected area estate
Negotiation	• Critical links or major destination trails • Not currently legal/accepted for use	These include formed tracks (such as Sunwater access roads, which are fully formed and require approval for multi-use access before signage and promotion can occur) and unformed roads not currently used that provide linkages (such as Gadgarra SF and the Culpa Rd/Red Rd area)
Construction and Planning	• where approvals are in place, but formed trails do not yet exist • Project is planned and waiting funds	Some in this category are also priorities for negotiation; having them as priorities for construction is to show their significance to connectivity in the region
Overall	Thinking broadly, what should be done first? This is a mixture of construction, signage, negotiation priorities, based on which actions will make the most significant contribution to the local area over the next few years.	This is the combination of factors and regional trail benefit. e.g. A trail that is a priority for construction, may not be an overall priority 1 because there is no one or no group to drive the proposal forward and undertake the necessary planning and project management involved. Recording it as a priority for construction is to preserve options into the future, rather than an immediate action. Existing, formed council or QPWS roads are given a priority 2 because they already exist, and people can use them.

Figure 6
Potential
Cross-
Regional
Multi-Use
Trail
(MuRT)
Network

Legend

- ● Towns
- — Major roads
- — Destination trails
- — Community trails
- ▭ Tablelands region
- ▭ Cassowary Coast region

10 5 0 10 Kilometers

Cairns

Atherton

Innisfail

Ravenshoe

Mission Beach

CCRC

Cardwell

5. Implementation Plan

The initial assessment of the Multi-use Regional Trail network and priorities is detailed in the following table. The table lists the tracks and their unique Identifier; for full detail refer to the complete data table in the appendix and the mapping.

5.1 Recommended Trail Actions and Priorities

The following trail actions and priorities are provided from a regional assessment perspective and should not be taken as endorsement from State or local government land managers, including the land managers on the Project Control Group.

Some of the proposed trails will require longer term negotiation and possibly shifts in current policy. These trails have been assessed through this process as strong candidates and meet the criteria developed for this project.

The recommended trail actions and priorities are intended to assist in developing the full potential of the existing trails network.

Note - Individual trails were scored 1,2,3 (with 1 being the highest priority) against each of the criteria and then an overall score of 1-3.

Abbreviations:

CCRC- Cassowary Coast Regional Council

MSC - Mareeba Shire Council

TRC – Tablelands Regional Council

RR - Road Reserve

SF - State Forest

NP – National Park

FR - Forest Reserve

CP – Conservation Park

No.	Track Name	Town Centre	Comments	Type	Significance	LGA	Tenure	Vehicles	Status (built or not)	Priority Overall	Priority Signage	Priority Neg'n	Priority Const'n	Abbrev. NAME
19	Gorrel track to Mena Ck	Innisfail	Currently used by MTB riders; suitable for walking; part of Misty Mountains network	Link	Community	CCRC	NP	unsuitable	unformed	1	1	0	1	Japoon NP
86	Musgravea & Mission Bch	Mission Beach	Promoted at Mission Beach as cycling route. Not formally constructed	Loop	Link	CCRC	RR/NP	suitable	Recovery	1	1	1		Clump Mountain NP- Musgravea
2	MB mtb track	Mission Beach	Used for annual MTB race and social rides	Loop	Link	CCRC	SF	suitable	Formed	1	2	0		Cardwell SF
3	MB mtb track	Mission Beach		Loop	Link	CCRC	SF	suitable	Formed	1	2	0		Cardwell SF
4	MB mtb track	Mission Beach		Loop	Link	CCRC	SF	suitable	Formed	1	2	0		Cardwell SF
5	Cardwell challenge pt a	Cardwell		Loop	Link	CCRC	SF	suitable	Formed	1	2	0		Cardwell SF
6	Cardwell challenge pt b	Cardwell		Loop	Link	CCRC	SF	suitable	Formed	1	2	0		Cardwell SF
7	Cardwell chall MTB race	Cardwell		Loop	Link	CCRC	SF	suitable	Formed	1	2	0		Cardwell SF
8	Cardwell chall MTB race	Cardwell		Loop	Link	CCRC	SF	suitable	Formed	1	2	0		Cardwell SF
87	Addition to SF network	Cardwell	used by local riders	Loop	Link	CCRC	SF	unsuitable	Unformed	1	2	0		Cardwell SF
18	H-road & access	Tully	High priority for connectiviity and promotion. Special features - Historical significant, scenic, off-rd experience	Link	Destination	CCRC /TRC	RR	unsuitable	Recovery	1	2	1	1	CCRC & TRC
21	Rail Trail	Rail Trail	Current status - leased from TMR by AHHR. Agreements in place for development as a shared trail for multi-use recreation and future use of the railway line. Very high priority for development	Link	Destination	TRC	Rail res.	unsuitable	Unformed	1	2	1	1	Atherton Herberton Historic Railway

No.	Track Name	Town Centre	Comments	Type	Significance	LGA	Tenure	Vehicles	Status (built or not)	Priority Overall	Priority Signage	Priority Neg'n	Priority Const'n	Abbrev. NAME
64	Bluff Road	Ravenshoe/ Herberton	Loop and Link Trail. Formed but not maintained Special features- historical interests, Bakers Oak, Botanical significance on the Bluff. High priority due to tenure being available Potential link	Link	Community	TRC	RR	suitable	Formed	1	2	1	2	The Bluff SF
20	Sunwater_Tinaroo channel	Atherton	Leased to Sunwater. Limited use but huge potential. Permit required from Sunwater for group activities. Individual activities and access are not currently permitted Formed and well maintained Very high priority - key network connection	Link	Community	TRC	Other	suitable	Formed	1	2	1		Sunwater Access
38	Old Crater rd (roughly)	Herberton	Historical importance; great potential for non-motorised access; needs negotiation with WTMA and QPWS. High priority	Link	Community	TRC	RR	unsuitable	unformed	1	2	1		Mount Hypipamee NP
1	Kirrama Range Access	Cardwell	Major link from coast to Tablelands via Mt Garnet, or to trails around Kirrama. Tourist route	Link	Destination	CCRC	RR	suitable	Formed	1	3	0		Cardwell SF
13	Kirrama & Red rd	R'hoe/ Cardwell	Destination trail. Multi-use potential including motorised. Historical importance, suitable for events. Current informal used by recreationalists (Culpa Road)	Link	Destination	CCRC /TRC	RR/SF	unsuitable	Formed	1	3	1	1	various; council & NP

No.	Track Name	Town Centre	Comments	Type	Significance	LGA	Tenure	Vehicles	Status (built or not)	Priority Overall	Priority Signage	Priority Neg'n	Priority Const'n	Abbrev. NAME
14	Kirrama & Red rd	R'hoe/ Cardwell	Part of R'hoe to Kirrama link	Link	Destination	CCRC /TRC	RR/SF	unsuitable	Formed	1	3	1	1	Koombooloomba FR & TRC (Red Rd)
79	Mailman's track	Malanda	High priority to maintain accessible as road reserve. See Tim Forsyth for condition assessment. current informal use. Historic significance	Link	Community	TRC? CRC	RR/NP	unsuitable	unformed	1	3	1	3	Wooroonooran NP, Aboriginal land and CRC road reserve
22	Mount Baldy - Inner loop	Atherton	Maintained to various levels Currently used by local recreationalist, tourism groups. Low level promotion, needs signage Special features - Very high biodiversity values	Loop	Community	TRC	RR/SF	suitable	Formed	2	1	0		Baldy Mountain FR
23	Inner Wallum loop	Atherton	Maintained to various levels. Mostly 4wd track. Currently used by local recreationalist, tourism groups. Low level promotion - needs signage Special features - Very high biodiversity values	Loop	Community	TRC	RR/SF	suitable	Formed	2	1	0		Baldy Mountain FR
25	Plath Rd - Deep Creek	Atherton/ Herberton	Current informal used by recreationalists; needs signage	Loop	Community	TRC	NP	suitable	Formed	2	1	0		Herberton Range NP
26	Cherry Tree ck, Wongabel	Atherton/ Herberton	Current informal used by recreationalists; needs signage	Loop	Community	TRC	NP	suitable	Formed	2	1	0		Herberton Range NP
27	Cherry Tree ck, Wongabel	Atherton/ Herberton	Current informal used by recreationalists; needs signage	Loop	Community	TRC	NP	suitable	Formed	2	1	0		Herberton Range NP

No.	Track Name	Town Centre	Comments	Type	Significance	LGA	Tenure	Vehicles	Status (built or not)	Priority Overall	Priority Signage	Priority Neg'n	Priority Const'n	Abbrev. NAME
28	Plath Rd - East Hill Rd	Atherton/ Herberton	Current informal used by recreationalists; needs signage	Loop	Community	TRC	NP	suitable	Formed	2	1	0		Herberton Range NP
29	Carrington	Atherton/ Herberton	Current informal used by recreationalists; needs signage	Loop	Community	TRC	NP	suitable	Formed	2	1	0		Herberton Range NP
30	Plath Rd - Drovers Look	Atherton/ Herberton	Current informal used by recreationalists; needs signage	Loop	Community	TRC	NP	suitable	Formed	2	1	0		Herberton Range NP
31	Rolley Rd - Plath Road	Atherton/ Herberton	Current informal used by recreationalists; needs signage	Loop	Community	TRC	NP	suitable	Formed	2	1	0		Herberton Range NP
32	ROLLEY RD and E-Hill Rd	Atherton/ Herberton	Conservation reserve. Current status- Formed and well maintained, well used by recreationalists but not signed or promoted. Special features - Halls Falls, Drovers Lookout	Link	Community	TRC	RR/NP	suitable	Formed	2	1	0		Herberton Range NP
33	R'hoe_segment6	Ravenshoe	Current status - used by recreationalists but not signed or promoted.	Loop	Community	TRC	SF	suitable	Formed	2	1	0		Tumoulin SF
39	Kulunga to Tepon	Herberton	Approved for horse riding. Partially maintained, not promoted and used informally, extensively used by endurance horse riders Special Features- Network of interconnecting tracks	Loop	Community	TRC	RR/SF	suitable	Formed	2	1	0		The Bluff SF
40	Coolabbi Track	Ravenshoe	Approved for horse riding. Partially maintained, not promoted and used informally, extensively	Loop	Community	TRC	SF	suitable	Formed	2	1	0		Tumoulin SF

No.	Track Name	Town Centre	Comments	Type	Significance	LGA	Tenure	Vehicles	Status (built or not)	Priority Overall	Priority Signage	Priority Neg'n	Priority Const'n	Abbrev. NAME
			used by endurance horse riders Special Features- Network of interconnecting tracks											
41	Kidner Fire Break	Ravenshoe	Approved for horse riding. Partially maintained, not promoted and used informally, extensively used by endurance horse riders Special Features- Network of interconnecting tracks	Loop	Community	TRC	SF	suitable	Formed	2	1	0		Tumoulin FR
42	Grant Track	Ravenshoe	Approved for horse riding. Partially maintained, not promoted and used informally, extensively used by endurance horse riders Special Features- Network of interconnecting tracks	Loop	Community	TRC	CP	suitable	Formed	2	1	0		Millstream CP
43	Percy_track_2	Ravenshoe	Approved for horse riding. Partially maintained, not promoted and used informally, extensively used by endurance horse riders Special Features- Network of interconnecting tracks	Loop	Community	TRC	SF	suitable	Formed	2	1	0		Tumoulin FR
44	Kidner Quarry Access	Ravenshoe	Approved for horse riding. Partially maintained, not promoted and used informally, extensively used by endurance horse riders Special	Loop	Community	TRC	SF	suitable	Formed	2	1	0		Tumoulin FR

No.	Track Name	Town Centre	Comments	Type	Significance	LGA	Tenure	Vehicles	Status (built or not)	Priority Overall	Priority Signage	Priority Neg'n	Priority Const'n	Abbrev. NAME
			Features- Network of interconnecting tracks											
45	Percy Track	Ravenshoe	Approved for horse riding. Partially maintained, not promoted and used informally, extensively used by endurance horse riders Special Features- Network of interconnecting tracks	Loop	Community	TRC	SF	suitable	Formed	2	1	0		Tumoulin FR
46	Robinson Creek Road	Ravenshoe	Partially maintained, not promoted or sign posted. Special features - MacKenzie Falls, links to railway. Requires signage and promotion	Loop	Community	TRC	SF	suitable	Formed	2	1	0		Tumoulin FR
47	Robinson Ck Road (alt)	Ravenshoe	Partially maintained, not promoted or sign posted. Special features- MacKenzie Falls, links to railway Issues- Requires signage and promotion, potential road closure	Loop	Community	TRC	SF	suitable	Formed	2	1	0		Tumoulin SF
48	Settlers Track	Ravenshoe	Partially maintained, not promoted or sign posted.	Loop	Community	TRC	SF	suitable	Formed	2	1	0		Tumoulin FR
49	Settlers Track	Ravenshoe	Partially maintained, not promoted or sign posted.	Loop	Community	TRC	SF	suitable	Formed	2	1	0		Tumoulin FR
50	Smith Road Extension	Ravenshoe	Partially maintained, not promoted or sign posted.	Loop	Community	TRC	SF	suitable	Formed	2	1	0		Tumoulin FR
51	Toohey Track	Ravenshoe	Partially maintained, not promoted or sign posted.	Loop	Community	TRC	SF	suitable	Formed	2	1	0		Tumoulin SF

No.	Track Name	Town Centre	Comments	Type	Significance	LGA	Tenure	Vehicles	Status (built or not)	Priority Overall	Priority Signage	Priority Neg'n	Priority Const'n	Abbrev. NAME
52	Allen Road Extension	Ravenshoe	Partially maintained, not promoted or sign posted.	Loop	Community	TRC	SF	suitable	Formed	2	1	0		Tumoulin SF
53	Tumoulin loop	Ravenshoe	Partially maintained, not promoted or sign posted.	Loop	Community	TRC	RR/SF	suitable	Formed	2	1	0		Tumoulin SF
54	May's Break	Ravenshoe	Partially maintained, not promoted or sign posted.	Loop	Community	TRC	SF	suitable	Formed	2	1	0		Ravenshoe SF 3
55	May's Break2	Ravenshoe	Partially maintained, not promoted or sign posted.	Loop	Community	TRC	SF	suitable	Formed	2	1	0		The Bluff SF
56	May's Break3	Ravenshoe	Partially maintained, not promoted or sign posted.	Loop	Community	TRC	SF	suitable	Formed	2	1	0		Ravenshoe SF 3
59	Ravenshoe access	Ravenshoe	Partially maintained, not promoted or sign posted.	Loop	Community	TRC	RR/SF	suitable	Formed	2	1	0		Tumoulin FR
62	Tumoulin network	Ravenshoe	Partially maintained, not promoted or sign posted.	Loop	Community	TRC	SF	suitable	Formed	2	1	0		Tumoulin FR
63	R'hoe_segment7	Ravenshoe	Partially maintained, not promoted or sign posted.	Loop	Community	TRC	SF	suitable	Formed	2	1	0		Tumoulin FR
65	Mt Misery - Irvinebank	Herberton/ Irvinebank	Main road from Irvinebank to Mt Garnet. Historic mining areas.	Link	Community	MSC	RR	suitable	Formed	2	1	0		
66	Mt Misery - Silver Val	Herberton/ Irvinebank	Nettle Ck road to Silver Valley Rd and Innot Hot Springs	Link	Community	TRC	RR	suitable	Formed	2	1	0		Nettle Ck rd
67	Irvinebank - Silver Val	Herberton/ Irvinebank	Important link to Mt Misery Rd	Loop	Community	TRC	RR	suitable	Formed	2	1	0		(Dargo)

No.	Track Name	Town Centre	Comments	Type	Significance	LGA	Tenure	Vehicles	Status (built or not)	Priority Overall	Priority Signage	Priority Neg'n	Priority Const'n	Abbrev. NAME
68	Irvinebank - Mt Garnet	Herberton/ Irvinebank	Could also be called 'link trail' as is joins Mt Garnet	Link	Community	TRC	RR	suitable	Formed	2	1	0		Mt Misery to Mt Garnet
69	Silver Valley Rd	Herberton/ Mt Garnet	Could also be called 'link trail' as is joins Mt Garnet	Link	Community	TRC	RR	suitable	Formed	2	1	0		Silver Valley Rd
70	Stevens - Silver Val	Herberton/ Irvinebank	Shortcut to Silver Valley Rd from Wondecla	Loop	Community	TRC	RR	suitable	Formed	2	1	0		Stevens Rd
75	Top of Herberton Ra.	Atherton/ Herberton	Link firebreak to top of range	Loop	Community	TRC	SF	unsuitable	Formed	2	1	0		Herberton Range NP
76	Silver Valley toTepon	Herberton	Variable maintenance. Talk to Tim Daniels about other connectors in this area. Needs signposting. Suitable for horses.	Loop	Community	TRC	RR	suitable	Formed	2	1	0		(SV to Kalunga)
93	Coquette Pt to Etty Bay	Innisfail	Links Innisfail with Etty Bay. Indigenous group, CCRC, QPWS et al supportive of progressing. Old logging road now overgrown	Link	Link	CCRC	NP	unsuitable	Recovery	2	1	1	1	Etty Bay
9	Sutties to Sth Johnstone	Millaa Millaa/ Innisfail	Major access road to Misty Mountains trail network	Link	Community	CCRC /TRC	NP	suitable	Formed	2	1	1		Wooroonooran NP
11	West Palmerston	Millaa Millaa/ Innisfail	Road within the Misty Mountain network, access from the Palmerston highway	Loop	Community	TRC	NP	suitable	Formed	2	2	0		Wooroonooran NP
12	K Tree Rd to Sutties G	Millaa Millaa/ Innisfail	Part of Misty Mountains network	Loop	Community	CCRC /TRC	NP	suitable	Formed	2	2	0		Wooroonooran NP
34	HENRY HANNAM DR TO TIN'	Walkamin	Current status- Formed and well maintained, well used by	Loop	Community	TRC/ MSC	RR	suitable	Formed	2	2	0		Danbulla NP

No.	Track Name	Town Centre	Comments	Type	Significance	LGA	Tenure	Vehicles	Status (built or not)	Priority Overall	Priority Signage	Priority Neg'n	Priority Const'n	Abbrev. NAME
			recreationalists but not signed or promoted except for vehicle tourism											
35	Kauri Creek Rd	Atherton/Kairi/ Tinaroo	Current status- Formed and well maintained, well used by recreationalists but not signed or promoted except for vehicle tourism	Loop	Community	TRC/ MSC	NP	suitable	Formed	2	2	0		Danbulla NP
36	Danbulla Forest Drive	Atherton/Kairi/ Tinaroo	Current status- Formed and well maintained, well used by recreationalists but not signed or promoted except for vehicle tourism	Link	Destin	TRC	RR	suitable	Formed	2	2	0		Danbulla Foresst Drive
37	Mt Edith Road	Atherton/Kairi/ Tinaroo	Current status- Formed and maintained, well used by recreationalists but not signed or promoted except for vehicle tourism	Loop	Community	TRC/ MSC	NP	suitable	Formed	2	2	0		Danbulla NP
57	R'hoe_Koobooloomba	Ravenshoe	Main road to Tully Gorge	Link	Destination	TRC	RR	suitable	Formed	2	2	0		Tully Falls NP
58	Ravenshoe to Wondecla	Ravenshoe/ Herberton	Parallel to rail reserve Destination trial but currently community trail Special features-railway construction, historic, swimming holes, Wild River, geology Current status-maintained road	Link	Community	TRC	RR	suitable	Formed	2	2	0		Tumoulin SF
60	Maalan Road	Ravenshoe	Maintained road	Link	Community	TRC	RR	suitable	Formed	2	2	0		Maalan Rd

No.	Track Name	Town Centre	Comments	Type	Significance	LGA	Tenure	Vehicles	Status (built or not)	Priority Overall	Priority Signage	Priority Neg'n	Priority Const'n	Abbrev. NAME
71	Millaa to Sutties	Millaa/ Ravenshoe	Main Rd, sealed, promoted as tourist drive, leads to Misty Mtn network	Link	Community	TRC	RR	suitable	Formed	2	2	0		Rd in Wooroonooran NP
72	Flaggy track E	Herberton	Part of network within State Forest, variable maintenance	Loop	Community	TRC	SF	suitable	Formed	2	2	0		The Bluff SF
73	Flaggy track NW	Herberton	Part of network within State Forest, variable maintenance	Loop	Community	TRC	SF	suitable	Formed	2	2	0		The Bluff SF
74	Flaggy track A	Herberton	Part of network within State Forest, variable maintenance	Loop	Community	TRC	SF	suitable	Formed	2	2	0		The Bluff SF
89	Kalunga to Tepon coach	Herberton	Joins Flaggy Ck; makes extra loop out of Wondecla, can go through to Evelyn. etc	Loop	Community	TRC	RR	unsuitable	unformed	2	2	2		Kalunga to Tepon coach
10	Millaa Millaa to R'hoe	Millaa Milla/ R'hoe	Existing, sealed multi-use road. Blind corners are an issue. Quiet road	Link	Community	TRC	RR	suitable	Formed	2	3	0		Maalan NP
15	Nitchaga Creek Road	Ravenshoe	Part of loop near Koobooloomba	Loop	Community	TRC	SF	suitable	Formed	2	3	0		Koombooloomba FR
16	Nitchaga Creek Road	Ravenshoe	Part of loop near Koobooloomba	Loop	Community	TRC	SF	suitable	Formed	2	3	0		Koombooloomba FR
17	Cochable ck road	Tully	Area proposed for increased tourism use	Loop	Community	CCRC	RR	suitable	Formed	2	3	0		Tully Gorge NP
78	Russell rd	Malanda	main road, sealed	Link	Community	TRC	RR	suitable	Formed	2	3	0		RussellRd
80	Glen Allyn to Tarzali	Malanda	current road, sealed in parts	Link	Community	TRC	RR	suitable	Formed	2	3	0		Hogan Hosie Rd
81	Butchers ck - Tarzali	Malanda	current road, sealed in parts. Needs checking Tarzali end (Hosie lane)	Link	Community	TRC	RR	suitable	Formed	2	3	0		(Butcher's Ck-Glen Allyn-Tarzali)

No.	Track Name	Town Centre	Comments	Type	Significance	LGA	Tenure	Vehicles	Status (built or not)	Priority Overall	Priority Signage	Priority Neg'n	Priority Const'n	Abbrev. NAME
82	Tarzali to Milla	Malanda/ Millaa	current road, sealed in parts. Needs checking. Goes on main Malanda/Millaa rd. Need to check for quiet alternative	Link	Community	TRC	RR	suitable	Formed	2	3	0		(Tarzali-Morngatta-Millaa)
85	Flaggy track	Herberton	Part of network within State Forest, variable maintenance	Loop	Community	TRC	SF	suitable	Formed	2	3	0		The Bluff SF
91	Sullivans track	Sullivans track	Links Cardwell to top of Kirrama range. Being restored by CCRC volunteer group	Loop	Link	CCRC	NP	unsuitable	Recovery	2	3	1	2	Sullivan's track
24	To Kirrama & Red Rd	Ravenshoe	Current informal used by recreationalists	Link	Destination	TRC	RR/SF	unsuitable	Formed	2	3	2		Koombooloomba South FR
92	Cardwell Range track	Cardwell range track	Misty Mtn trail linking Ravenshoe to Sutties Gap rd. QPWS have approved for MTBs	Link	Link	TRC	NP	unsuitable	Formed	3	3	0		Sutties Gap Rd
61	Ravenshoe Tower track	Ravenshoe	Partially maintained, not promoted or sign posted.	Loop	Community	TRC	SF	suitable	Formed	3	3	0		Ravenshoe SF 3
83	Clarke's track - Landry	Malanda	NEEDS CHECKING that still contiguous road reserve or whether cuts private property	Link	Community	TRC	RR	unsuitable	unformed	3	3	0		Clarke's Track
84	Landry to Crater	Malanda	Quiet rural road that could ultimately connect to Herberton. Kennedy Highway section would be an issue to some users	Link	Community	TRC	RR	suitable	Formed	3	3	0		Landry Rd - Mt Hypipamee NP
77	Gadgarra area	Malanda	NEEDS CHECKING. Part main road, part old	Link	Community	TRC	RR/SF	Needs checking	unformed	3	3	2	2	Gadgarra NP

No.	Track Name	Town Centre	Comments	Type	Significance	LGA	Tenure	Vehicles	Status (built or not)	Priority Overall	Priority Signage	Priority Neg'n	Priority Const'n	Abbrev. NAME
			forestry track with questionable access. Check re private property											
88	Bluff to Elms	Herberton	Makes loop from Herberton and back into Carrington network	Loop	Community	TRC	RR	unsuitable	unformed	3	3	2		The Bluff SF
90	Kjellberg rd	Ravenshoe	Links Millaa Millaa via Kjellberg rd, Sluice Ck rd to Kaban/Evelyn; rainforested; existing road reserve, one of Palmerston's original exploration tracks to the coast	Link	Community	TRC	RR	suitable	Formed	3	3	2		Kjellberg rd

Appendix 1 –Trail Mapping

1) Overview CCRC & TRC Trail Opportunities
2) Overall CCRC & TRC Trail Priorities
3) Malanda - Atherton
    a. Overview
    b. Construction Priorities
    c. Negotiation Priorities
    d. Signage Priorities
4) Herberton - Ravenshoe
    a. Overview
    b. Construction Priorities
    c. Negotiation Priorities
    d. Signage Priorities
5) CCRC
    a. Overview
    b. Construction Priorities
    c. Negotiation Priorities
    d. Signage Priorities

Attachments

1) Data
    a. CPG File
    b. DBF File
    c. SBN File
    d. SBX File
    e. SHP File
    f. SHX File
    g. PRJ File

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