

# 19 Recreation Planning

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Council recognizes that the passive and active recreation needs of the community may not be met by present facilities, and planning for needs assessment is required.

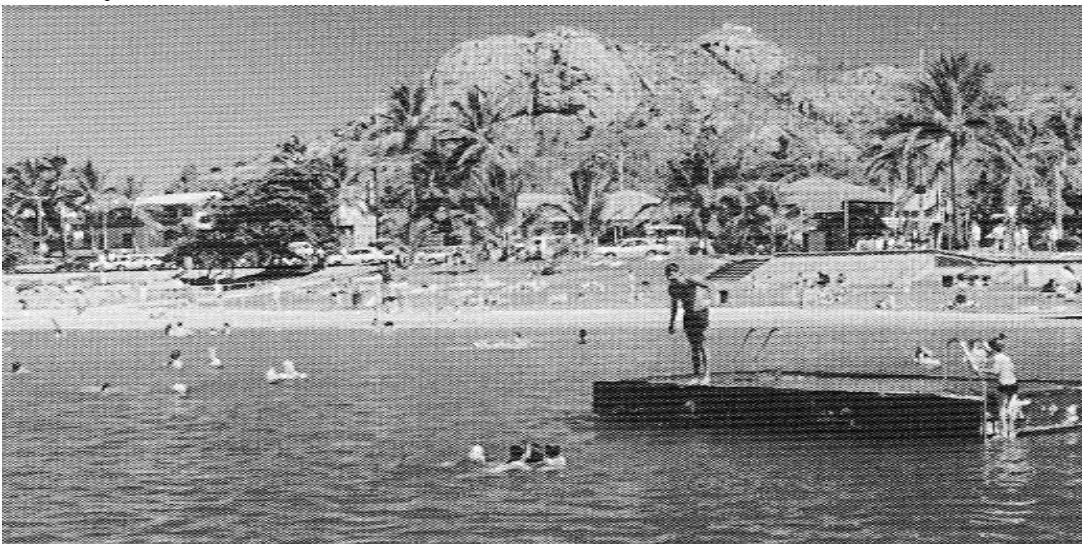
## The Issues:

In formulating a management strategy for recreation, the following management principles need to be taken into account:

The need to maintain a spectrum of recreational opportunities to meet varying community demands, such as cycling, running, team sports, access for special needs groups etc. While recognizing that a variety of recreational settings need to be provided, people's experiences and activities must be considered when planning for recreation. For example, do people want to use formal picnic grounds with facilities or would they prefer to picnic under trees on the grass in relative solitude? By recognizing the fact that people like to have picnics does not mean that by providing the setting (i.e.. picnic tables) this will satisfy the requirements for all people.

Flexibility to change as new recreation trends and preferences develop. While remaining flexible, management must anticipate the new recreation activities for which public facilities will be provided by distinguishing between instituted and transient interests. For such decisions to be made with any confidence, research based monitoring of regional and national trends is desirable.

*Fun in the sun - Townville's near-perfect climate is ideal for getting out and about, whether it is a walk up Castle Hill or a swim at the Rock pool. But remember - be sun smart!*



Multiple uses of existing and planned facilities. Given the shortage of available land in parts of the City for large recreation areas, and the high costs of establishment and maintenance, existing facilities should be used as much as possible. For example, weekend use of school ovals by other members of the community provides one avenue by which the efficiency of provision can be increased.

Nature based, or passive, recreation can take the form of trekking, bird watching, walking, cycling, relaxing outdoors and so on and can involve groups of people or individuals. In addition to the more active forms of recreation there is an increase in the demand for passive recreation within the City and elsewhere. For several years there have been guided nature walks offered by a variety of groups, from the Town Common Natural History Association (guided bird walks) to the Townville City Council monthly and occasional walks (daytime and night time guided walks). In both these cases there is growing interest and support from the community for these types of activities.

The risk with recreation involving the natural environment, as a resource is that overuse can lead to degradation and despoiling of the resource upon which it is based? This risk is heightened when such use is concentrated by few opportunities, although in some respects it is better management to concentrate activities so that the impacts are easier to manage with limited resources. This philosophy guides the management of National Parks, for example, where camping and picnicking opportunities are restricted to accessible, manageable areas.

Council has developed a Culture and Leisure Policy to guide planning for recreation patterns and needs in Townville. The Ross River environs are already a major focus for recreational pursuits, ranging from water-skiing to bird watching, requiring coordinated management to sustain and options the values of the area. To this end, Council jointly commissioned preparation of the Ross River Recreation Master Plan to guide this management in the interests of conserving environmental values whilst at the same time providing a range of opportunities to accommodate the community's recreational needs.

The objectives (for environmental conservation) of Recreation Planning in Townville are to:

Develop a flexible, well balanced spectrum of recreational opportunities to meet current and future needs of the community; and,

Ensure that facilities are used efficiently, neither wasted through under-use nor degraded through overuse.



*The natural beauty of Magnetic Island brings many visitors to the Townville region.*

### **Areas for Council Action:**

To encourage the most appropriate and cost effective development of recreational facilities in the City, Council should consider the following:

Commission a comprehensive study into the range of recreational opportunities provided and needs required by all residents within the City and within the region. (ENV:CS)

Encourage multi-use of existing sports facilities such as school ovals. (ENV:CS)



Using input from the recreational opportunity study and the survey of needs, develop a broad recreation planning and management strategy for the Townville region. This should also include passive recreation including use of art galleries and theatre, as well as picnics etc.

(ENV: CS)

Encourage user groups to participate in ancillary maintenance to facilities where appropriate.

(ENV: CS)

Investigate the efficiency of introducing a user pays system for reserves and sporting grounds. (ENV)

Provide sufficient funds for nature based and passive recreation to balance funding emphasis on active or organized recreation.

(ENV: CS)

Careful planning and assessment of options where recreation facilities are desired in erosion prone or visually significant sites. (ENV: ENG: PD: CS)

### **Areas for Community Action:**

Take part in the regular guided walks in the city; contact the city council, the Town Common Natural History Society or Wildlife Preservation Society.

Join a recreation group in your area, or start walking regularly for exercise.

### **Areas for Research:**

Determining the range of recreational opportunities and needs for residents of Townville.

Effective development of interpretation techniques and facilities.

# 20 Transport

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Council recognizes and accepts that the transport issue (public, private, and associated infrastructure) in Timmonsville has far-reaching effects on energy conservation, pollution, land protection, waterways and wetland protection, and flora and fauna conservation objectives, as well as the social and economic welfare of the community, and that sound planning and management is required to mitigate these effects.

## The Issues:

The location, design, construction and maintenance of corridors used for transport and other services are major considerations in effective environmental management. Properly planned and managed, transport corridors can play a positive part in conservation of natural habitats, movement of wildlife, preservation of vegetation remnants and maintenance of genetic diversity. In some heavily modified environments, whether rural or suburban, transport corridors may support the only remnants of native vegetation extant.

*Help save energy, money,  
your fitness, and clean air  
- ride a bike.*



Roads serve to focus attention as well as traffic into a confined area, and as such may have detrimental effects on adjoining ecosystems due to increased litter, noise, pollution and fire risk. Roads can act as significant barriers to wildlife movement. They may also act as barriers to surface water movement, disrupting natural drainage patterns. If water flow is concentrated it may exacerbate erosion and salination problems, if impeded it may lead to flooding and salinity problems upstream. The design and management of the road system can have major impacts to energy conservation and pollution objectives. Smooth flowing traffic is not only more pleasant and safer to be in, it aids fuel conservation and reduces air and noise pollution.

The private motor vehicle is one of the success stories of the century. Most households have at least one or more. However, the cost of this success includes increased air pollution, depletion of oil reserves and loss of open space due to proliferation of roads. Despite the obvious cost to our environment, alternatives to the car are rarely promoted or actively accommodated in land use planning and therefore remain inconvenient or unable to be utilized by the majority of people.

Compared to other major provincial cities in Australia, Townville is well placed to utilize bicycles for transport, being endowed with a flat terrain and ideal climate. Most major routes and many minor streets have sealed shoulders designated for use by cyclists, although the fact that these shoulders are used for car-parking can cause safety problems when car-doors are opened without the rider and the driver being aware of each other's presence. Dedicated bikeways have been established along the Pallarenda Rd and Ross River.

The development of the bikeway network within Townville is an ongoing commitment of Council. Transport providers, employers and businesses providing secure bike-

racks and showers for commuters who elect to use bikes can promote greater use of the environmentally friendly, health-positive bicycle. Other initiatives such as rider training schools for young students and development of cycle-ride-cycle public transport facilities are currently being investigated.

There is public dissatisfaction with the present level of public transport services in the region. Council is working with the community and transport providers to formulate a co-ordinate Public Transport Strategy for Townville to redress this problem.

The objectives for promoting environmentally responsible Transport in Townville are to:

Ensure that the system for public and private transport is developed with minimal environmental impact;

Provide a safe and convenient network of paths for cyclists and pedestrians; and,

Encourage greater use of public transport

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## Areas for Council Action:

To develop an environmentally responsible transport system in Townville, Council should consider the following actions:

Review the present Code of Environmental Practice relating to the location, construction and maintenance of roads in Townville. (ENG: ENV)

Provide more training for staff, especially field staff, in environmentally sound techniques and practices of road engineering. (ENG: ENV)

Assess the condition of existing roads to identify opportunities for regeneration and tree planting to increase visual amenity. (ENV: ENG)

Investigate ways to overcome the high number of road-kills on Magnetic Island roads. (ENV)

Consult with the public to prepare a Bicycle Strategy Plan to:

- Investigate the placement or upgrading of cycle paths, especially in linear open space reserves, to form a network of cycle paths for adult commuters;
- Review bicycle by-laws to encourage responsible riding while also encouraging more people to cycle;
- Provide more cycle-oriented facilities, such as secure bike racks in convenient locations;
- Plan cycle routes taking note of cyclist's needs, ecological sensitivity of the area, resident's concerns and requirements of other users (e.g., pedestrians). (ENG: CS: ENV: PD)

Encourage employers to install showers at work places for bicycle commuters as their contribution towards helping the environment. (CS)

Extend the smooth road surface to include the current road edge (integrated) cycle routes on the next resurfacing where possible. (ENG)

Continue to promote the use of cycle paths/routes through the media and distributing cycle path maps. (CS: ENV)

Signpost significant cycle paths. (ENG)

Continue to support the bicycle education program to primary school children and encourage secondary schools to develop an advanced cycling course modeled on the Victorian program. (CS)

Continue to work with the community on the Public Transport Strategy for Townville currently being prepared in collaboration with the Dept. of Transport, Thuringowa City Council, public transport providers and the general community. (ENG: PD:OA)

## Areas for Community Action:

Participate in the review of the public transport system in Townville.

Lobby public transport providers to introduce a cycle-ride-cycle system.

Lobby your workplace to provide showers and secure bicycle storage.

Find out where you're nearest bus stop is located and use the bus where possible.

Walk or cycle on short trips instead of using the car.

## Areas for Research:

The conservation value and management requirements of many of the existing transport corridors need to be investigated.

The development of an integrated, environmentally responsible public transport service is needed.