



Seven Cs Connection Strategy

Redland City Council

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The Seven Cs

The Seven Cs project, is a nominated 'breakthrough project' in the Redlands 2030 Community Plan, that is about:

'developing wildlife linkages and recreational corridors across the City harnessing the power of communities, centres, cities, catchments, culture, conservation areas and citizens to connect people, plants and animals across public and private lands.'

The network of corridors are designed to benefit animals and plants and residents and visitors. Residents and visitors will be able to use the recreation corridors for walking, jogging, cycling and horse-riding, though the latter will be restricted to rural areas.

Aims

The main aims of the Seven Cs project are to:

- provide sustainable and accessible outdoor environments
- connect people and places through recreational pathways
- connect fauna with food, water and each other
- create recreational, commercial, cultural, and stewardship opportunities
- provide the opportunities for people and communities to lead healthier lives.

Benefits

Benefits from the project include:

- meeting our community's desire for more recreational pathways and wildlife corridors
- educating people about the management of the environment
- allowing more people to easily walk or cycle—reducing dependence on vehicles and our community's carbon emissions
- making good use of the many green corridors that Council controls
- adding value to the Moreton Bay Cycleway.

Challenges

An ambitious project such as the Seven Cs is not without its challenges. Principal challenges include:

- managing the needs of different users (e.g. cyclists, walkers and horse-riders) on the one path
- designing connections that link fauna and flora as well as logically connecting people
- agreeing links with private landholders (where there is no public land)
- overcoming resistance to using public land that has not been used before such as unformed road reserves being used for pathways
- developing safe crossings of major roads for both people and animals
- protecting the environment where the pathway traverses a sensitive area.

Principles of network development

There are a number of important planning principles that will guide the development of the network for people.

Purpose of the Seven Cs Network

The network will be a series of shared use trails that cater to many users including cyclists, walkers and horse-riders in the rural network, cyclists and walkers in the urban network and water based access points for water craft. There will be some variation where circumstances dictate.

The network will:

- connect “generators” with “attractors” or residential communities with destinations, including between the mainland and the islands
- enhance tourism, business opportunities and economic development
- provide a high-quality, consistent experience
- provide trails that allow the City’s residents to discover new places
- be promoted as a low-cost recreation experience and a great way to increase levels of physical activity
- through interpretation, promote an understanding of the City’s history.

Function of the Seven Cs Network

The network will:

- have a dual role, for both recreation and commuting use
- have a dual role in forming part of the environmental corridors that connect vegetation communities and facilitate fauna movement between these areas
- provide equity of access wherever possible for people in wheelchairs, people with a disability, seniors and family groups
- provide a high quality system as a priority over quantity which may result in fewer trails being built but they will be of a high standard
- build upon the existing network where possible, particularly in the early stages to improve its effectiveness.

Designing, building and managing the Seven Cs Network

- Australian Standards will be adopted for all path construction, signage, track markers and classifications
- Crime prevention through environmental design principles will inform the design and construction process.
- Design will minimise environmental harm.
- When required community engagement processes will be implemented to ensure community support particularly if a section of the network may have a perceived or direct impact on residential amenity.
- Residential amenity will be considered at all times.
- Cost-effectiveness, including value for money, of the each new section of the network will inform detailed planning.
- Asset management planning and a regular maintenance regime will be enacted as sections of the network come into place to ensure a high-quality experience at all times.
- As part of delivering a quality user experience, and minimising maintenance, high-quality construction, to a high standard, will be delivered.
- Some sections of the network may, initially, only be identified for fauna and flora movement.

Promoting the Seven Cs Network

- On-trail information, website, brochures and maps will be developed recognising that this is part of delivering a high-quality user-experience
- Consistent and uniform signage will be used across the network.

Key features

The network is a mix of well-defined links already in place, locations that are constrained though quite straightforward and conceptual links where there are challenges to overcome such as crossing private lands.

The network is made up of:

1. Trunk connections which are the main north-south and east-west connections. These pathways have the highest levels of traffic and allow users to quickly move across the City.
2. High order collector links connecting to the trunk connections. These connections reach from the trunk connections allowing users to either connect to the trunk system or leave the trunk system to move towards an attraction or their residence or place of work. These connections carry less traffic than trunk connections.
3. Local connectors have the least traffic on the network. These smaller paths are the first or last link on a journey on the Network.

The Network has urban, rural and island components, reflecting the settlement of the Redlands.

The Seven Cs Connection Strategy has considered the best locations for the Trunk Connections (shown in red on the maps) and the High Order Collector Links (shown in blue on the maps). Local links will be established in the detailed design phase.

Urban network

In the mainland urban area there are three trunk north-south connections and two trunk east-west connections. The north-south connections are:

1. Moreton Bay Cycleway
2. Thornlands—Cleveland link
3. Sheldon—Thornside link

The east-west trunk connections are:

1. Moreton Bay Cycleway
2. Capalaba—Cleveland link

There are a number of high order collector routes within the Urban Network and many of these are straightforward.

Rural network

There are two trunk north-south connections and two trunk east-west connections in the Rural Network. Each link intersects with the Koala Bushland Coordinated Conservation Area which is one of the main attractions in the Rural Network.

The north-south connections are:

1. Koala Bushland Coordinated Conservation Area—Thornlands link (a continuation of the Thornlands—Cleveland link)
2. Koala Bushland Coordinated Conservation Area—Sheldon link (a continuation of the Sheldon—Thornside link)

The east-west connections, that connect the north-south spines to the Moreton Bay Cycleway, are:

1. Koala Bushland Coordinated Conservation Area—Victoria Point link
2. Koala Bushland Coordinated Conservation Area—Redland Bay link

There are a number of high order collector routes in the Rural Network and most are straightforward.

North Stradbroke Island

The network on North Stradbroke Island is challenging due to the distances between attractions, land tenure, and the high volume, high speed roads.

The network focuses on using the existing road system, but this will not suit most people as they prefer the safety and experience of riding off-road.

Under proposed State Government plans for North Stradbroke Island, a significant amount of land will come back into public ownership. In future, this is likely to provide an opportunity to design a safer and more enjoyable network away from the major roads.

Southern Moreton Bay Islands

The network on Russell Island, Lamb Island and Macleay Island focuses on using the road network to access key attractors. It is also designed to improve connections with the Southern Moreton Bay Islands Heritage Trail.

The network on Karragarra Island focuses on the existing road network to access points of interest.

The network on Coochiemudlo Island primarily focuses on the existing perimeter trail to access key attractions.



Boardwalk on The Eddie Santagiuliana Way

Project delivery

Delivery is being planned over 15 years. Initial tasks (the first two years) are mainly focussed on firming up the routes, seeking approvals and having the Seven Cs projects recognised in the plans of relevant Council and State Departments e.g. those responsible for roads, bridges, footpaths, and development planning.

From Year 3 construction can commence if the budget is available—either as new spending or through re-prioritising existing pathway spending.

The program is a logical development focussing initially on establishing the trunk network and missing links. More difficult sections that involve private landholders and/ or State-controlled land will be delivered later in the program.

Stakeholders

Logan City Council

Logan City's Recreation Trails Strategy (2010) recommends that they work closely with Redland City Council in developing a trail project in the Carbrook Wetlands area, as there are mutual benefits to both Councils. The Strategy noted that these trails would become regionally significant, attracting people from elsewhere in South East Queensland and generating economic benefits.

Disappointingly, the Queensland Parks and Wildlife Service (QPWS) indicated that they are not going to undertake any trail construction work within the Carbrook Wetlands. There are some fire breaks in the wetlands that are used by walkers, primarily for bird watching, and QPWS is proposing to limit any activity to that which is already undertaken on the limited network. QPWS are concerned about the potential incompatibility between recreation and nature protection, costs (given that the wetlands would require extensive boardwalks) and lack of existing connectivity.

Dept of Environment and Resource Management

The Department of Environment and Resource Management's (DERM) position (through QPWS) on Carbrook Wetlands is discussed above. With respect to the Koala Bushland Coordinated Conservation Area, the indications of future intentions are:

- The Venman National Park Management Plan is being reviewed over the next two years. Access by mountain bikes and horse riders, which are currently prohibited, will be examined through the process.
- The Management Plan will be broadened to cover the entire Koala Coast (Venman National Park, Daisy Hill State Forest, Bayview Conservation Park and land owned by Redland City and Logan City). This approach focuses on managing the whole natural area in contrast to managing discrete areas individually.

DERM is also active in land acquisition to protect koala habitat. Recreation may be permitted in these areas but it will be subject to management planning.

Brisbane City Council

Brisbane City Council has extensive land holdings on the eastern side of Tingalpa Creek which provides opportunities for connections to the Seven Cs. The Moreton Bay Cycleway is already in place through Lota Wetlands.

Department of Transport and Main Roads

The Department of Transport and Main Roads (DTMR) is responsible for the Queensland Government's Principal Cycle Network Plan and the Cycle Network Program and also has some responsibility for the road network within Redland City.

To help develop the Seven Cs Network road upgrades in the future may need to include provision for underpasses, overpasses and 'eco-ducts' (fauna and people), off-road paths in the road reserve or on-road facilities for cyclists where planning indicates a need.

However, in discussions with DTMR it was indicated that funding for road upgrades is very limited and there are only a few Redland DTMR-controlled roads likely to be upgraded in the medium term.

Where people want to go

In developing the network, generators, being where people are coming from, were identified and mapped to attractors, being locations where people want to go.

Generators are essentially the residential areas of the City—people starting their journeys from their homes.

The identified attractors fall into four main categories:

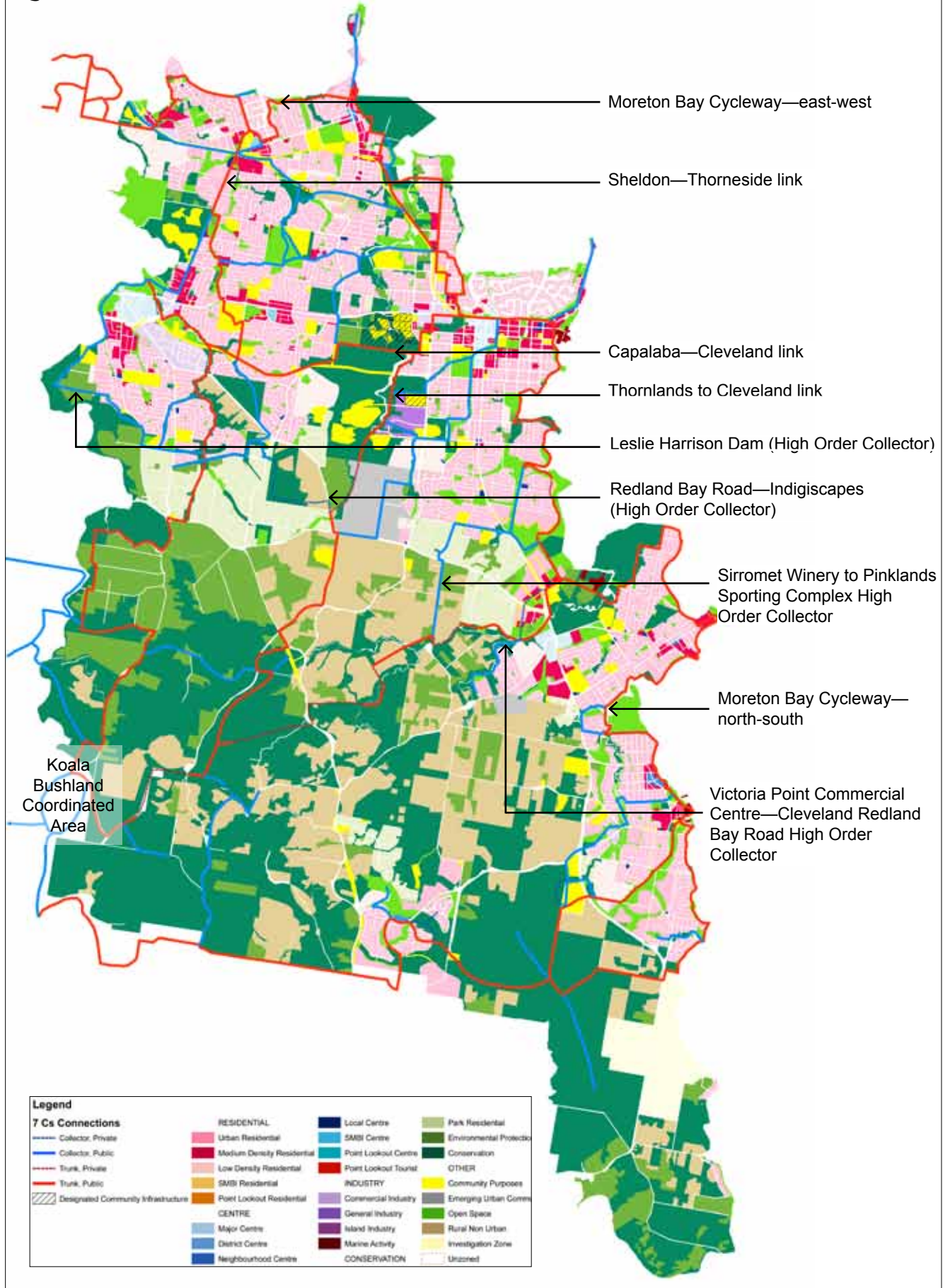
1. Centres of commercial and community activity
2. Regional and District Recreation Parks and Conservation Areas
3. Regional and District Sporting Parks
4. Lookouts.

Additionally, there are a number of natural areas, particularly on the Bay Islands, that do not fall into one of these categories but are attractions that people will want to access.

The network has been designed to link people to as many of the attractors as possible. However, it is not possible to link them all. Those attractors that can be linked will often be via local connections from the trunk trail. Not all local links can be dedicated off-road paths so some use of on-road cycleways or footpaths will be required.

Appendix 1 lists all the identified attractors that can be linked into the Seven Cs.

Figure 1: Urban Network—Mainland



Network detail

In some areas the network's likely location is easy to establish—generally because Council controls the land. However, in other areas, the network will need to be defined through consultation with the State Government or private landholders, so at this point its route is indicative only. This section provides some detail on the key elements.

Urban network—mainland

Within the Mainland Urban Network there are three trunk north-south connections and two trunk east-west connections (see Figure 1). The north-south connections are:

1. Moreton Bay Cycleway
2. Thornlands—Cleveland link
3. Sheldon—Thornside link

The east-west trunk connections in the Urban Network connect the north-south spines. The primary focus is connecting users to the Moreton Bay Cycleway. The east-west connections are:

1. Moreton Bay Cycleway
2. Capalaba—Cleveland link

Urban trunk routes

Moreton Bay Cycleway (north-south)

The Moreton Bay Cycleway will link Redland Bay with Thornside along the foreshore. Development of much of this route is already happening. The Moreton Bay Cycleway will be a shared use trail but will not provide for horse riders. The only variation in the Seven Cs network is bypassing the Redland Bay Golf Club by going west of the Club, while the planning for the Moreton Bay Cycleway goes along the eastern edge of the Club.

Thornlands—Cleveland link

This connection builds on a number of existing elements. There are two options. The first is the section along Hilliards Creek north of Boundary Road. The proposed connection runs north-east from Redland Bay Road with the bulk of it east of Hilliards Creek in the Greenzone proposed in the draft Kinross Road Structure Plan (June 2010). Some of this route is in private ownership and detailed planning will be required.

A short-term alternative connection uses Boundary Road, Kinross Road and Goddard Road though this may be problematic as it is currently a road reserve not in public use. This connection also utilises land around the Cleveland Sewerage Treatment Plant.

Sheldon—Thornside link

A significant amount of this connection is already in place though some is not constructed to shared use standard. The main issue to overcome is the use of Old Cleveland Road East north of Collingwood Road, Birkdale.

While use of Old Cleveland Road East (with a marked bike lane) may suit commuter cyclists it is not appropriate for recreational cyclists or family groups.

Brisbane City Council bushland on the south side of Rickertt Road, including Tingalpa Creek Reserve, could provide a safe off-road alternative to using Old

Cleveland Road East. Establishing the feasibility and funding of this option needs to be discussed with Brisbane City Council.

A desirable alternative is a continuous corridor along Tingalpa Creek from Capalaba Regional Park to Rickertt Road but there are significant hurdles to cross including community opposition, and access around the Howeston Golf Club.

The Moreton Bay Cycleway (east-west)

The east-west element of the Moreton Bay Cycleway runs through Wellington Point and Thorneside connecting to the Cycleway in Brisbane City across Tingalpa Creek at Rickertt Road.

The Seven Cs route avoids Mooroodu Point by running along John Street to connect existing paths in this area. This alternative route around Mooroodu Point was chosen because of concern for user safety around the boat ramp on Queens Esplanade.

There are still a number of missing links in this connection and some existing pathways are not up to shared use standard but this is being addressed in planning and development work for the Moreton Bay Cycleway.

Capalaba—Cleveland link

The link between Capalaba and Cleveland is largely in place though it may not all be constructed to the desired shared use standard.

Urban high order collector routes

There are a number of high order collector routes within the Urban Network and many of these are straightforward. Those that have some issues to be resolved are discussed below.

Redland Bay Road—Indigiscapes link

This high order collector connection is over private land zoned Rural Non-Urban and Conservation in the Redland Planning Scheme. A connection within this area will require a negotiated agreement, perhaps through a DA process. The final location will be subject to negotiation so the mapping is approximate only for this section.

Leslie Harrison Dam

Leslie Harrison Dam is an attractor and the physical connection should be relatively easy to achieve. The key issue is the availability of the foreshore of Leslie Harrison Dam for recreation activities.

The Dam is now under the management of SEQ Water who are preparing recreation management plans before allowing recreational access but they have indicated that the preparation of a recreation management plan for Leslie Harrison Dam is a low priority.

If recreation is not permitted then developing this connection would not be justified.

Sirromet Winery—Pinklands Sporting Complex

This connection links Sirromet Winery with Pinklands Sporting Complex via Springacre Road (among others) which has a wide road reserve that will allow for an off-road trail, though perhaps not always an ideal multi-use width of three metres.

Unfortunately this link will not be suitable for horse riders, including the Redland Horse and Pony Club based at Pinklands Sporting Complex. The reason for this is that much of it, north of Boundary Road, is on the urban street network.

An alternative using the Moreton Bay Cycleway gives no better outcome for horse riders as the Cycleway does not cater to horses. Further investigation may still be carried out but the main obstacle remains that any link from the southern part of the City, where it is assumed many horse riders live, will have to pass through urban areas before arriving at Pinklands.

Victoria Point commercial centre—Cleveland-Redland Bay Road (across Boundary Road) link

Whether this link proceeds will be decided through detailed planning as it is a collector alternative to the trunk route running through the commercial centre to the Erapah Environmental Centre and it may involve the crossing of private land as well as unnecessarily duplicating the Trunk connection.

This link is being considered as the South East Thornlands Structure Plan provides for a greenspace network and road connections in this area.

Other links

The remaining Collector links are mainly in place but require upgrading, in places, to a shared use standard.

A Section of the Moreton Bay Cycleway

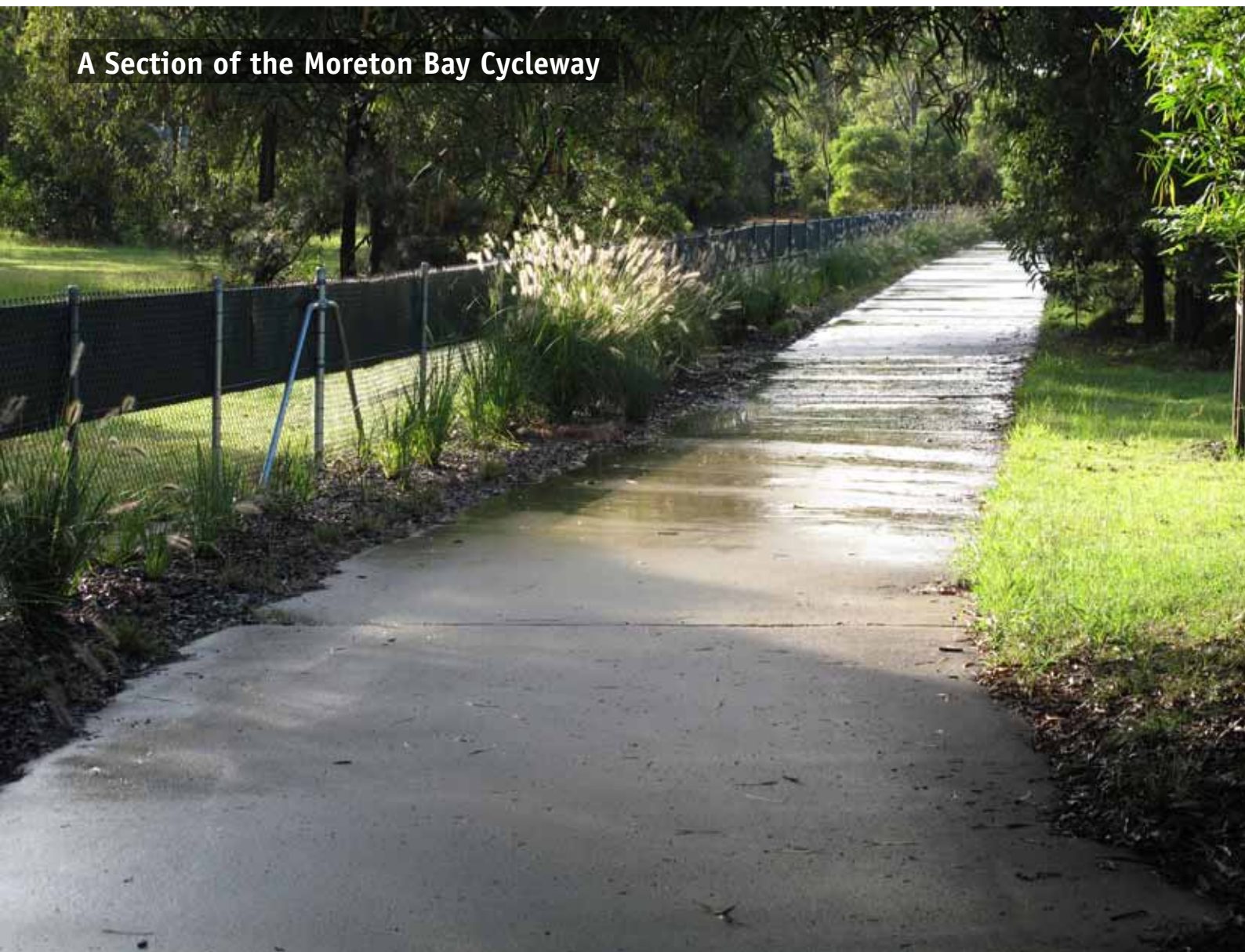
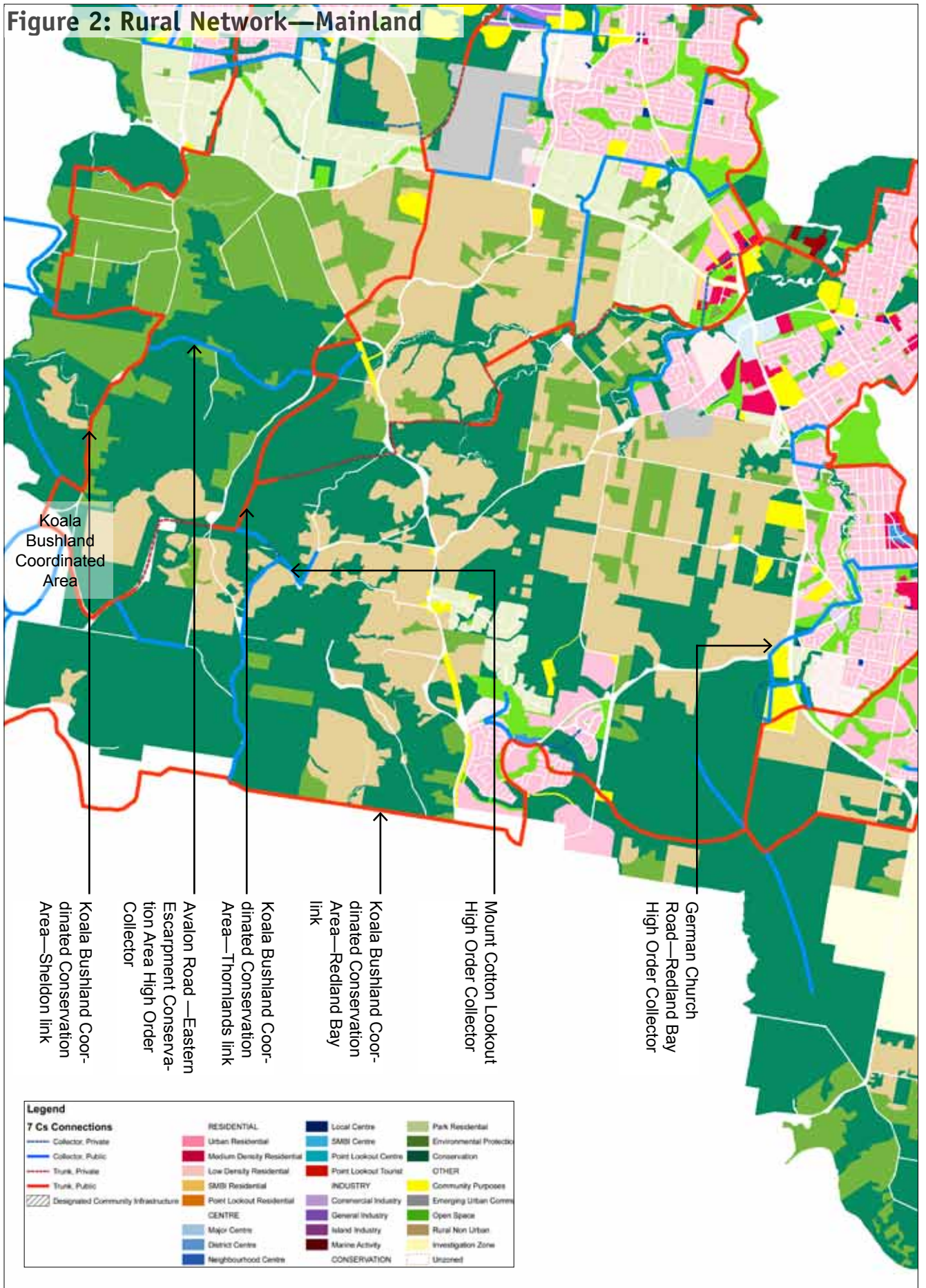


Figure 2: Rural Network—Mainland



Rural network—mainland

The Koala Bushland Coordinated Conservation Area provides one of the main attractions for trails outside the Urban Network and is a focus of the Rural Network. However, as bicycle riding is not currently permitted in Venman National Park, it does limit the options for connections into and out of the Koala Bushland Coordinated Conservation Area.

The Rural Network has two trunk north-south connections and two trunk east-west connections. The north-south connections are continuations of the Urban Network's Thornlands—Cleveland link and the Sheldon—Thorneside link.

The east-west trunk connections link the north-south spines together with the primary focus on being able to connect users to the Moreton Bay Cycleway. The east-west connections are the Koala Bushland Coordinated Conservation Area—Victoria Point link and the Koala Bushland Coordinated Conservation Area—Redland Bay link.

Figure 2 shows the approximate location of these connections. Further detail on the more important or difficult connections is given below.

Rural trunk routes

Koala Bushland Coordinated Conservation Area—Thornlands link

This link is a challenge to achieve—perhaps the most difficult in the Seven Cs network. There is a significant amount of private land to traverse and a range of planning zones including Rural Non-Urban, Conservation and Environmental Protection.

A connection between the Koala Bushland Coordinated Conservation Area and the Eastern Escarpment Conservation Area, west of Mount Cotton Road, will need to go through a significant portion of private land, notably Karremans Quarry. Being outside the Urban Network means that land is unlikely to come across in the development process but will need to be bought into public control by one of three means—acquisition, a negotiated easement or a voluntary agreement.

Passing adjacent to an operating quarry (if such arrangements can be made) does present a series of operational safety issues. The development of this link may depend on the operating life of the quarry or as a condition of any future planning approval.

While difficult, the desired option is to bring users to the western side of West Mount Cotton Road as close to the southern edge of the Conservation Area as possible to eliminate any need for travel along West Mount Cotton Road. There is an alternative route available but it is not as desirable.

Koala Bushland Coordinated Conservation Area—Sheldon link

This link is relatively straightforward. The use of Avalon Road while not ideal, is unavoidable for some sections. The proposed route is less direct than using Avalon Road extensively but it substantially increases the experience and safety of users. It does utilise some quiet streets and also sends trail users through a linear strip of bush between Campbell Road and Pioneer Road. This strip of bush has been the subject of some discussions between Council and adjoining landowners, but it is in public ownership and is suitable for the purpose.

This route also builds upon, and substantially improves, the Koala Coast Trail built in this area.

Koala Bushland Coordinated Conservation Area—Victoria Point link

This east-west connection links the Eastern Escarpment Conservation Area with the Sandy Creek Conservation Area. The link passes through Sirromet Winery and Karingal Campsite, both of which are private landholdings and the owners are thought to be broadly supportive of the project (though no agreements have been reached).

Once users pass through Sirromet Winery, they would travel east along Erapah Road, a quiet dead end road with a limited number of houses, to Springacre Road. They may turn north on Springacre Road to Pinklands Sporting Complex or continue east along Erapah Creek.

The land for the Erapah Creek link is not in public ownership. A connection to the existing publicly owned land south of Luke Street will need to be achieved through negotiation with one or four private landholders depending upon the option chosen.

Koala Bushland Coordinated Conservation Area—Redland Bay link

Establishing an east-west link in the southern part of the city is a difficult task given the existing land ownership, the lack of established corridors (except within Redland Bay), and the topography. The route recommended takes users from the southern edge of the Koala Bushland Coordinated Conservation Area through parts of Logan City along the Eastern Pipeline Corridor into the Bayview Conservation Park and into Redland Bay via two alternative routes.

Logan City Council has indicated it is planning for trail development in the medium term (ten years) to provide for mountain bikes in Cornubia Forest which is west of West Mount Cotton Road. If developed, this would provide a connection from West Mount Cotton Road to existing trails in Kimberley Grove Park, Kimberley Forest Park and into Daisy Hill State Forest.

Crossing West Mount Cotton Road is difficult but not insurmountable. The ideal solution would be to cross the road directly from one reserve (Cornubia Forest) to the next (the Eastern Pipeline easement) and this will require cooperative planning from both Councils. Travelling along the pipeline easement will require cycling experience as the topography is quite challenging but good design may overcome some of these challenges. Negotiation with the managing authority for access will also be required.

There are three identified options for getting across to the Moreton Bay Cycleway. All three have various challenges to be overcome and all have at least some of their route using roadways and crossing major roads. Detailed design needs to be undertaken to establish the final preferred route.

Rural high order collector routes

There are a number of high order collector routes in the Rural Network and fortunately many of these are straightforward. Those described here are more challenging.

German Church Road—Redland Bay link

An east-west connection along German Church Road to Redland Bay is mapped but it is acknowledged that German Church Road is a major road so any trail beside this Road has some safety and user experience concerns. There is a trunk connection that achieves similar outcomes but it is a little less direct. People out for recreation walks and rides are thought to be willing to have longer journeys if they are pleasant (i.e. through more natural areas) and safer.

The German Church Road to Redland Bay link shows an optional Collector private route through Kindillan Outdoor Education and Conference Centre—an attractor and generator. No discussions have been held with the management of the Centre so it is not known whether they would be agreeable to the general public using such a connection. It may best be developed by the Centre as a link to the main network for its patrons.

Mount Cotton Lookout link

Mount Cotton Lookout is accessed by formed and unformed roads. The unformed road appears to pass close to houses so it may concern adjacent landholders. Also, detailed design needs to be undertaken to establish if there is sufficient space in the West Mount Cotton Road Reserve for the trail. Inspections suggest that there is, but this needs to be confirmed.

An alternative route to access the lookout is via the trunk route from the west assuming access is achieved through Karremans Quarry. This route would be safer.

Avalon Road—Eastern Escarpment Conservation Area link

A collector connection is shown between Avalon Road and the Eastern Escarpment Conservation Area using a road reserve and Schoeck Road. Schoeck Road is a sealed dead-end road only really suitable for cyclists.

Others

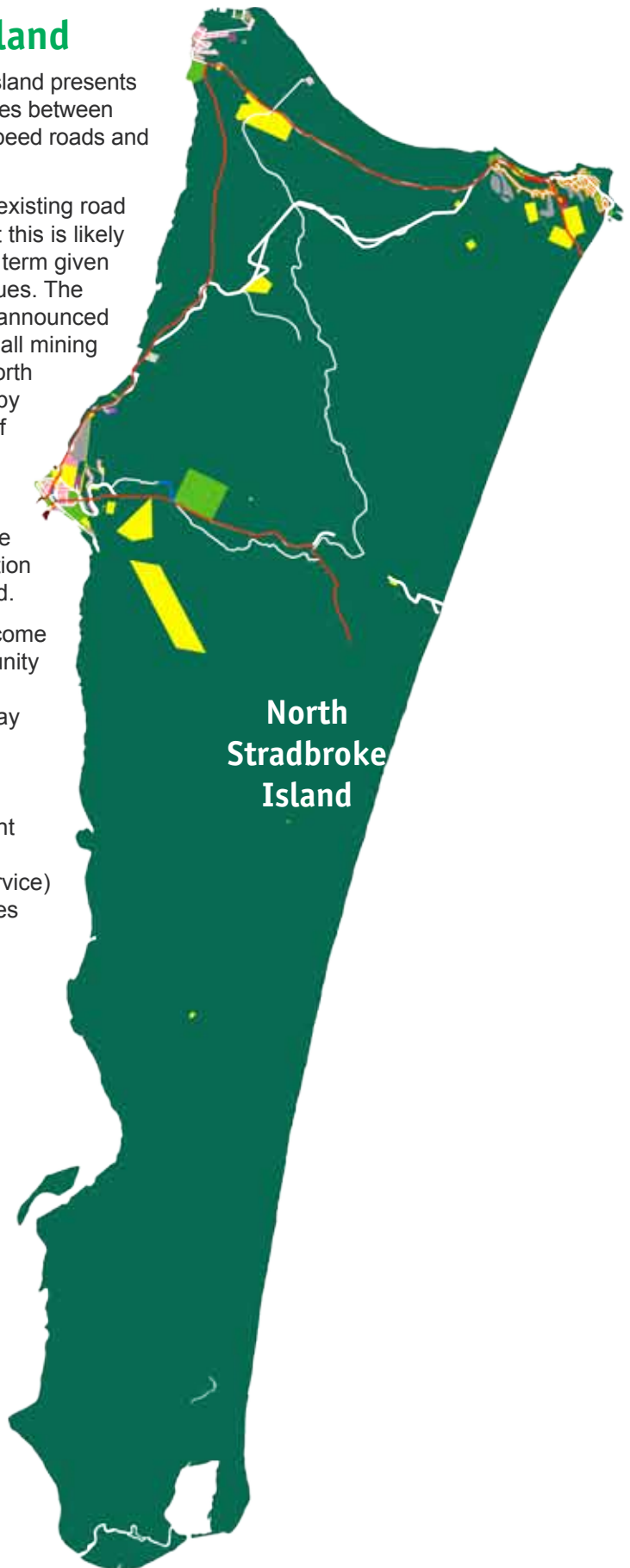
The remaining Collector links are mainly in place but may require upgrading to a shared use or multi-use standard.

North Stradbroke Island

The network on North Stradbroke Island presents some challenges due to the distances between attractions, the high volume, high speed roads and the land tenure.

The network focuses on using the existing road system, but it is acknowledged that this is likely to be unsatisfactory in the medium term given the user experience and safety issues. The Queensland Government recently announced its intention to gradually phase out all mining and convert up to 80 per cent of North Stradbroke Island to national park by 2027. Under the proposal, over half of the island would be declared national park within the next 18 months. This declaration presents both an opportunity and a challenge to delivering the Seven Cs connection strategy on North Stradbroke Island.

A significant portion of land will become publicly accessible and the opportunity is available to design a safe and enjoyable connections network away from major roads. The challenge is in ensuring that the national parks do not exclude bicycle use. In the past the Department of Environment and Resource Management (as Queensland Parks and Wildlife Service) has been reluctant to permit bicycles in many national parks. Redland City Council will need to be heavily involved in the planning process to ensure these opportunities are not lost.



Southern Moreton Bay Islands

Russell Island

The main connection on Russell Island uses Centre Road as the spine or trunk connection. There is a wide road reserve for Centre Road, though it does carry high speed traffic. Signage along Centre Road will be critical to alert motorists to the road's shared use.

Redland City Council is working towards the development of the Russell Island Conservation Park by acquiring many of the parcels on the southern half of the Island—a process that make five years to complete. When finished, and access to the Conservation Park is allowed, links from the settled northern areas will be required.

Macleay Island

The network on Macleay Island uses High Central Road and Kate Street Road as the spine or trunk connection to access key points of interest while also improving the connectivity of the Southern Moreton Bay Islands Heritage Trail.

Careful design will be needed—signage in particular will be critical to alert motorists to the road's shared use.

Lamb Island



The network on Lamb Island generally uses the existing road network, mainly Lucas Drive, to access key points of interest while also improving the connectivity of the Southern Moreton Bay Islands Heritage Trail.

As with Macleay Island, careful design will be needed—signage in particular will be critical to alert motorists to the road's shared use.

Karragarra Island

The network on Karragarra Island is a single path using the existing road network to access key points of interest.

Coochiemudlo Island

The network on Coochiemudlo Island primarily focuses on the existing perimeter trail to access key attractions.

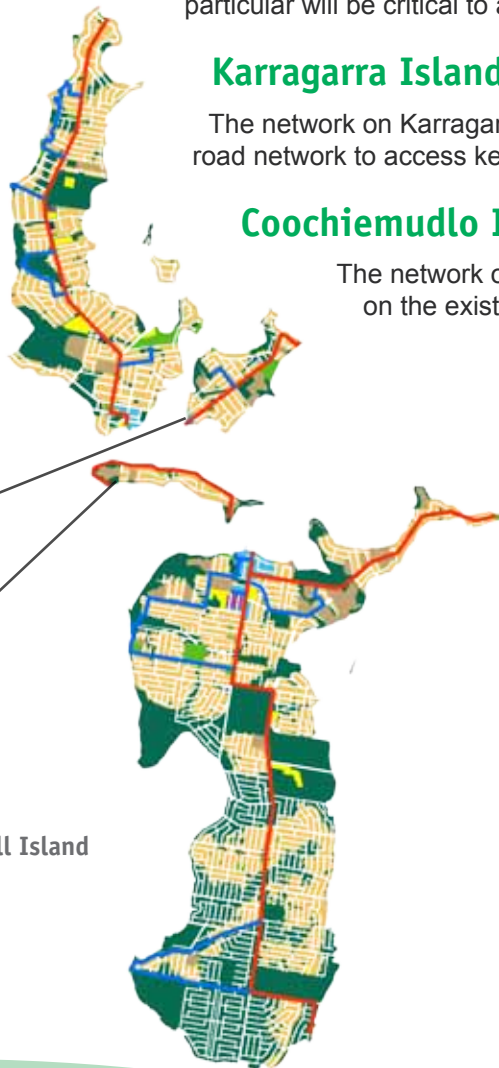
Coochiemudlo Island

Macleay Island

Lamb Island

Karragarra Island

Russell Island



Where to from here?

Redland City Council adopted the Seven Cs Connection Strategy in June 2011 for planning purposes. A series of actions will now be undertaken to implement the project. Some of these are outlined below.

Naming and branding

The Seven Cs needs its own branding. In developing a branding Council will consider a suite of colours and a logo as a minimum to give the Seven Cs its own identity within the overall Council portfolio.

The name, colours and branding will be used in all brochures, websites and in trail and interpretative signage.

Communication

Apart from communications with Councillors the following audiences will be engaged at the appropriate point.

Redland City Council officers

A range of Council officers, such as those involved in Landuse Planning, Environment, Parks and Recreation, Infrastructure Planning and Development, Conservation Management, and Development Assessment will need to note the network in their future plans so that developments and initiatives can be logically progressed at the same time as other initiatives e.g. an intersection upgrade.

Redland community

The Redland community needs to be aware of this Breakthrough initiative of Council. It is important that some communication takes place in the initial phase so that community support for the initiative is encouraged. Later, as the network is rolled out, communication needs to focus more on promoting the network and encouraging the community to use it.

Peer professionals

Council officers will promote the Seven Cs initiative at appropriate conferences.

Planning and project management

For the network to be efficiently and effectively developed, tight project management will be required. It is important that a single senior Council officer be charged with planning and negotiating the roll-out. It will be important that they have sufficient authority to negotiate with other sections of Council, the State Government and landholders to achieve the vision for the network.

The network requires detailed planning to refine the location of paths, particularly those areas that may need to traverse private land as well as local collector paths that have not been defined in the Seven Cs Connection Strategy.

Prior to any works being undertaken on any section of the network detailed design will need to specify the engineering detail such as surface material and path width, road and intersection crossings and bridge design. Asset management and risk management plans will also be developed as the system is rolled out.

Crime Prevention through Environmental Design principles will be adhered to and residential amenity and security, as well as environmental security, will be considered in all decisions relating to the implementation of the Seven Cs Connection Strategy.

Appendix 1

Attractors

Regional Sporting Parks

1. Pinklands Sportsfields, Thornlands
2. Judy Holt Complex, Birkdale (also identified as a Green Living Hub and a Lookout)
3. Redlands Softball Park (including Apex Park), Ormiston
4. Redlands Baseball Park, Capalaba
5. Redlands Sporting Club/EGW Wood Sportsfield, Wellington Point
6. Cleveland Showground
7. Ern Dowling Sportsfields/Cascade Gardens, Victoria Point

District Sporting Parks

8. William Taylor Memorial Sportsfields/William Taylor Park, Thorneside
9. Henry Zeigenfusz Park, Cleveland
10. Charlie Buckler Memorial Sportsground, Redland Bay
11. William Stewart Park, Cleveland
12. Sel Outridge Park, Redland Bay
13. Redland Bay Golf Course
14. Keith Surrige Park, Alexandra Hills

Regional Recreation Parks (including Conservation Areas)

15. Bayview Conservation Park/ Days Road Conservation Area, Redland Bay
16. Koala Bushland Coordinated Conservation Area, Daisy Hill
17. Capalaba Regional Park (incorporating John Fredericks Sportsfields)
18. Wellington Point Reserve
19. Cleveland Point Reserve (and lookout)
20. Victoria Point Reserve
21. Beth Boyd Park, Queens Esplanade, Thorneside
22. Mount Cotton Community Park
23. Raby Bay Foreshore Park
24. Leslie Harrison Dam

District Recreation Parks (including Conservation Areas)

25. GJ Walter Park, Cleveland
26. Three Paddocks Park, Wellington Point
27. Windemere Road Park, Alexandra Hills
28. Crystal Waters, Thornlands
29. Valentine Park, Alexandra Hills
30. Les Moore Park, Victoria Point
31. Doug Tiller Reserve, Wellington Point
32. Yeo Park, Victoria Point
33. Esplanade Foreshore, Thorneside
34. Dundas Street Bushland Park, Ormiston
35. Sandy Creek Conservation Area, Mount Cotton
36. Eastern Escarpment Conservation Area, Mount Cotton
37. Ford Road Conservation Area, Sheldon

38. Orana Esplanade Foreshore, Victoria Point
39. Brosnan Drive Park/Silvara Circuit, Capalaba
40. William Ross Park, Cleveland
41. Byng Road Park, Birkdale
42. George Street Park, Birkdale
43. Linear Park, Cleveland
44. O’Gorman Street Park, Alexandra Hills
45. Robert Mackie Park, Thornlands
46. Wentworth Drive Park, Capalaba
47. Wimborne Road Park, Alexandra Hills
48. Manning Esplanade Park, Thornlands
49. Hanover Drive Park, Alexandra Hills
50. Raby Esplanade Park, Ormiston
51. Donald Simpson Park, Cleveland
52. Goleby Esplanade Foreshore (Cape Cleveland)
53. Ferry Road/Eva Street Open Space Precinct, Thorneside (includes Wynnum Redlands Canoe Club)
54. Talburpin Park (includes McWilliam Street Park)
55. Summit Street Conservation Area, Sheldon

Centres of Commercial and/or Community Activity

56. Valley Way Shops/Park
57. Sirromet Hub (includes the winery, Sheldon College, Duncan Road Equestrian centre, and the proposed Regional Sports facility which is also identified as a Green Living Hub in the Social Infrastructure Plan)
58. Victoria Point commercial centre
59. Victoria Point hub (includes the Erapah Environmental Training Centre which is identified as a Green Living Hub in the Social infrastructure Plan, and the Victoria Point Community Hub which is identified as a Local project in the Social Infrastructure Plan)
60. Indigiscapes (which is also identified as a Green Living Hub in the Social infrastructure Plan)
61. Capalaba Centre (includes Capalaba Community Precinct and Capalaba Health Hub which are identified as Local Projects in the Social Infrastructure Plan)
62. Cleveland Pool—includes Redlands Heritage Garden which is identified as a Green Living Hub in the Social infrastructure Plan and the proposed Redland Track Park
63. Cleveland Centre (includes Cleveland Civic Precinct which is identified as a Local Project in the Social Infrastructure Plan)
64. Wellington Village (this includes the Wellington Village Green which is identified as a Local Project in the Social infrastructure Plan)
65. Weinam Creek Precinct (includes Weinam Creek marina, Grevillea Street Park, and Weinam Creek wetlands). The wetlands and Grevillea Street Park are classified as a District Recreation Park. The marina is a gateway to the City and the SMBI

Lookouts

66. Mount Cotton Lookout—Mount View Road (road reserve)
67. Mooroondu Point, Thorneside
68. Cleveland Point Reserve

North Stradbroke Island

69. Dunwich (includes Ron Stark Oval—District Sporting Park)
70. Brown Lake Conservation Area (District Recreation Park)

71. Blue Lake
72. Amity Point (includes Polka Point Park—District Recreation Park)
73. Flinders Beach
74. Point Lookout (including Cylinder Beach and Headland Park—District Recreation Park)
75. The Keyholes

Coochiemudlo Island

76. Coochiemudlo Island Golf Course (District Sporting Park)
77. Laurie Burns Sportsfield (District Sporting Park)
78. Coochiemudlo Island Foreshore (Regional Recreation Park)

Macleay Island

79. Main Jetty (Centre of Commercial and/or Community Activity—Gateway)
80. Southsea Terrace District Park (District Recreation Park)
81. Bay Islands Golf Club (District Sporting Park)
82. Macleay Island Primary School (Centre of Commercial and/or Community Activity)
83. Tim Sheas Wetland Reserve
84. Bowls Club/Art Centre/Boat Club (Centre of Commercial and/or Community Activity)
85. Pat's Park (Regional Recreation Park)
86. Jetty/ramp at end of Dalpura Street
87. High Central Sportsfields (District Sporting Park)

Russell Island

88. Lions Boulevard Park (District Recreation Park)
89. Turtle Swamp Wetlands
90. Whistling Kite Wetlands
91. Bay Islands Pioneer Children's Memorial Park
92. Jackson Road Parklands (District Sporting Park)
93. Jackson Road Oval (District Sporting Park)
94. Union Street Sportsfield (Kennedy's Farm Community and Sporting Precinct).
This is also identified as a Local Project in the Social Infrastructure Plan
95. Russell Island Primary School
96. Main Jetty (Centre of Commercial and/or Community Activity—Gateway)
97. Jock Kennedy Park (District Recreation Park)
98. Fern Terrace Wetlands

Lamb Island

99. Jetty
100. Harry Brook Bushland Reserve
101. Pioneer Club Park (District Recreation Park)
102. Clarkes Point

Karragarra Island

103. Karragarra Island Reserve—linked by a perimeter trail
104. Karragarra Island Foreshore Park (District Recreation Park).

Social Infrastructure Plan—Local projects

There are a number of Local Projects in the Social Infrastructure Plan that have a spatial element. They could be included in the connection strategy when their spatial identity has been determined. The proposed connections network would link many of them. They are:

- Birkdale Place-making project—providing civic space and strengthening connections between commercial centre, open space parklands, school, railway station and residential areas
- Thorneside Community Precinct—builds on Thorneside community hall, Mooroondu sports hall and William Taylor Sportsground
- Degen Road Community Precinct—Degen Road and Mount Cotton Road building on Police Citizens Youth Club, Carinya House, St Luke's Catholic church and primary school and childcare centre (also a BMX track)
- Mount Cotton Community Precinct. This program will work towards securing a site for multi-purpose community space as well as linking existing facilities and groups including the Mount Cotton Primary School, Mount Cotton Community Hall, Mount Cotton Village Centre, church, open space and sporting fields, other government agencies and non-government organisations
- Oakland Street Community Services Hub (and Alexandra Hills Community Precinct).

There are also a number of projects that so not yet have a known location. It is likely that many of these could also be linked into the network once they are defined. They are:

- South East Thornlands Community Office Space—providing a shared administration space for non-government organisations providing outreach to newly developing areas and southern City locations.
- Kinross Road Community Hub—a multi-purpose facility for community meetings, outreach and programming.
- Community well-being hub—an integrated community, health and recreation precinct that addresses the needs of the emerging community in the southern Redlands, whilst servicing the catchments of Southern Moreton Bay Islands and Mount Cotton. The hub would contain a community centre with a human service focus, community health, allied health services ad essential government services, aquatic facility, community education and development activities, opportunities for seniors and young people.
- Redland Bay Cultural, Tourism and Learning Hub—a cultural and learning facility to provide high tech library options and cultural space; foster engagement opportunities and link with civic plaza; maintain activity space for seniors and playgroups; investigate potential to incorporate end-of-trip facilities for Moreton Bay Cycleway and Moreton Bay tourist and environmental promotion.
- Redland Bay Youth Space linked with the community well-being hub at Redland Bay.

