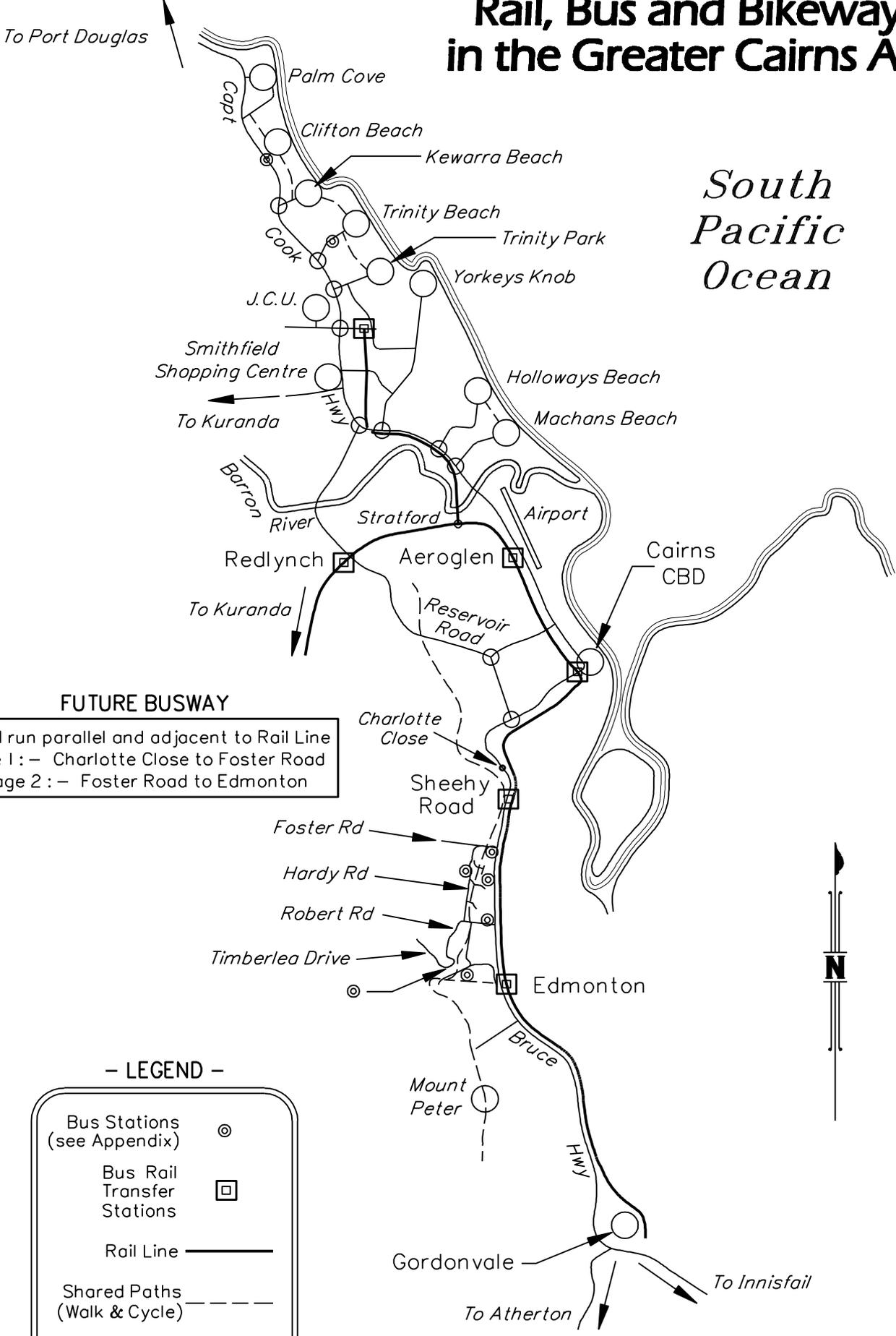


We need fully integrated Rail, Bus and Bikeways in the Greater Cairns Area

*South
Pacific
Ocean*



FUTURE BUSWAY

Should run parallel and adjacent to Rail Line
 Stage 1: - Charlotte Close to Foster Road
 Stage 2: - Foster Road to Edmonton

- LEGEND -

- Bus Stations (see Appendix) ⊙
- Bus Rail Transfer Stations □
- Rail Line ———
- Shared Paths (Walk & Cycle) - - - - -
- Roads ———
- Roundabout ○

Overview of an alternative to the current Draft Concept Design

Hi,

The major players in this proposal are trains, buses and bicycles. And we endeavour to address that very important challenge, that is, to make public transport much more attractive to the people of Cairns such that participation rates in its use will rise significantly.

Part 1 Sheets 1 – 4

A feature of this proposed transport system is the easy transfer from bus to rail and rail to bus. This is shown in sheet 3. Note also that emphasis is placed on the role of the bicycle in helping to solve our transport woes. Secure parking facilities for bicycles are to be placed at the stations and trains should be capable of carrying bicycles in some of their carriages.

All this, means CHOICE for the passenger. For example, if you prefer, you can walk to your nearest bus stop and catch your bus. But if you work in the CBD and want a faster trip, you could get off your bus and catch the train at the transfer station at Sheehy Road. You could reverse all this if you work along Mulgrave Road, that is, take a train from Edmonton to Sheehy Road and then transfer to a bus. Or you could park your bike securely at one of the transfer stations and catch your train or bus from there, or take your bicycle with you on the train to the CBD, and have use of your bike when in the city.

This proposal requires the building of three Rail Bus Transfer Stations, at Edmonton, Sheehy Road and Redlynch. Cairns Central would remain as is with only very minor modification. The reason there are so few stations is to maximise the speed potential of Rail. The Edmonton to Sheehy Road trip should take about five minutes, Sheehy Road to Central, about six minutes and Central to Redlynch about ten minutes, depending on speeds allowed through suburban and built-up areas.

To compliment the rail service, a busway should be constructed going from Charlotte Close to the Foster Road intersection. As congestion at the moment appears to be a problem mostly from the Foster Road intersection onward to the city, to construct a busway only to there and wait-and-see to whether an extension is necessary, would have merit.

In the future (see sheet 4) the rail line may be extended toward the northern beaches, with services from Edmonton to Redlynch and Gordonvale to McGregor Road. This would provide a double up of train services on the Edmonton to the new Rail Bus Transfer Station at Aeroglen, which is on a more heavily populated section of the route. The future new rail route would cross the Barron River at Stratford, proceed on the original Captain Cook Highway, use land that is now used for cane trains until Walker Road, then travel to the west of the present Captain Cook Highway, go through a modified cane train underpass near the Caravonica roundabout and end at a Rail Bus Transfer Station at McGregor Road.

Part 2

Sheets 5 – 7

The next part of this proposal deals with the possible future use of the cane train lines.

We recommend the construction of bikeways as shown in sheets 5 and 6. This will provide a means to assist a person in getting to and from work either directly, or indirectly by linking up with Rail Bus Stations. Also, the bikeways would undoubtedly be used for recreation.

To help solve the problem of maintenance along the bikeway, land not used for the bikeway could be offered for lease to the adjoining land-owners (if they are not interested then lease the land to persons who are). Gardening groups could be encouraged to form and members would help other members within their group to get gardening projects up and running. I know for a fact that local permaculture groups particularly, are interested in such a project.

I hope this proposal is of interest to you.

Cheers

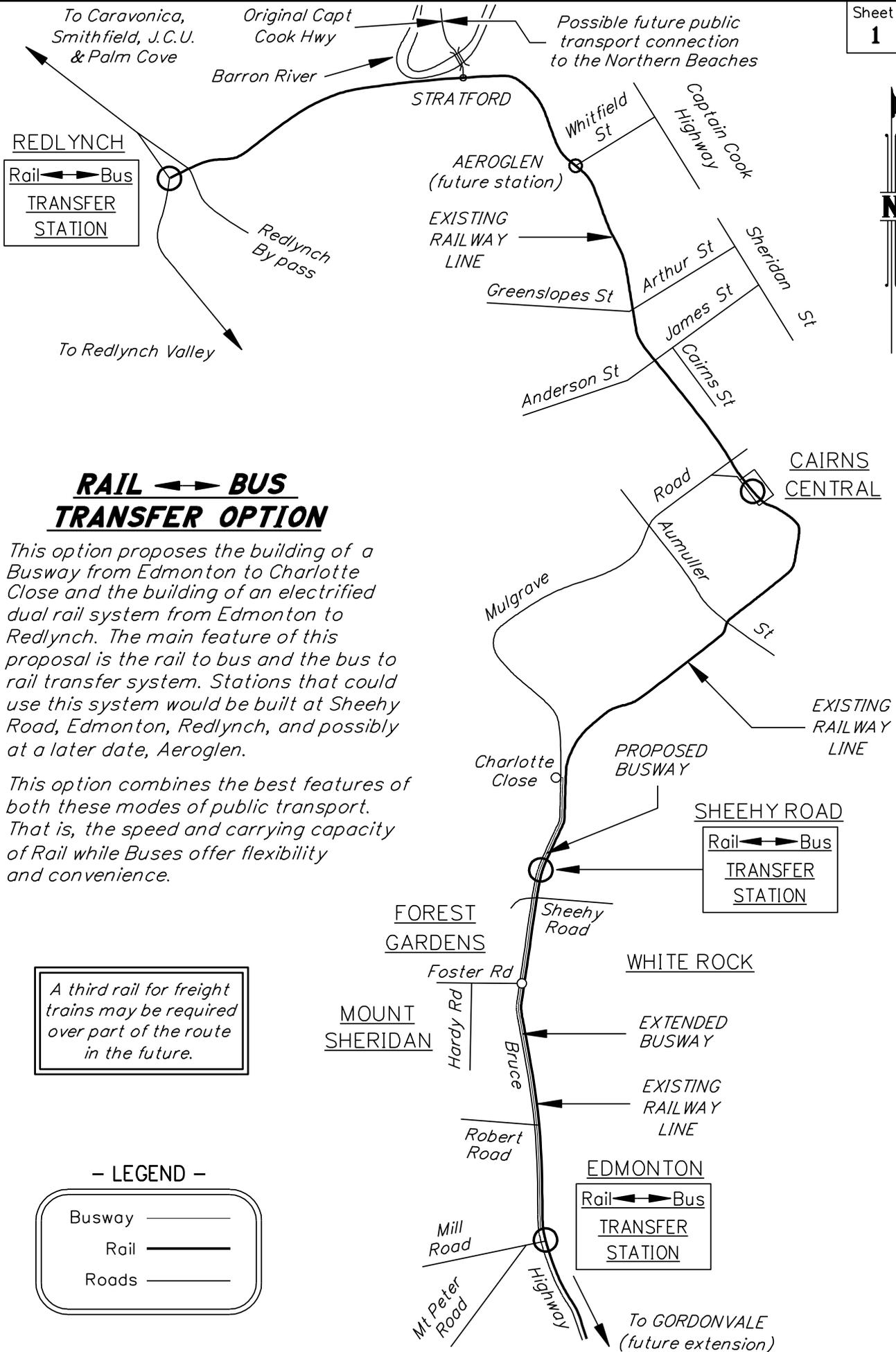
Trevor Hardwick B.Sc.

Environmental Drafter and Bicycle Nut

trevor@mcsdrafting.com.au

mcs-soft@bigpond.net.au

trevwick1@bigpond.com



RAIL ↔ BUS
TRANSFER OPTION

This option proposes the building of a Busway from Edmonton to Charlotte Close and the building of an electrified dual rail system from Edmonton to Redlynch. The main feature of this proposal is the rail to bus and the bus to rail transfer system. Stations that could use this system would be built at Sheehy Road, Edmonton, Redlynch, and possibly at a later date, Aeroglen.

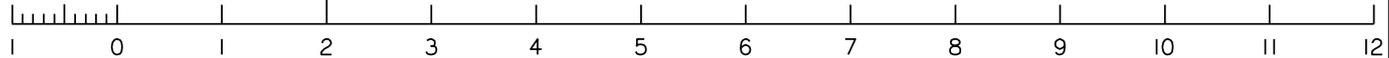
This option combines the best features of both these modes of public transport. That is, the speed and carrying capacity of Rail while Buses offer flexibility and convenience.

A third rail for freight trains may be required over part of the route in the future.

— LEGEND —

- Busway ———
- Rail —————
- Roads ———

SCALE Lengths are in Kilometres



RAIL ↔ BUS TRANSFER OPTION

Overview of Proposed Busway
showing entry & exit points
& existing bus routes



Existing Cane Train Line. This could be transformed into a combined Bikeway and Community Gardens. See Sheet 6 for more detail.

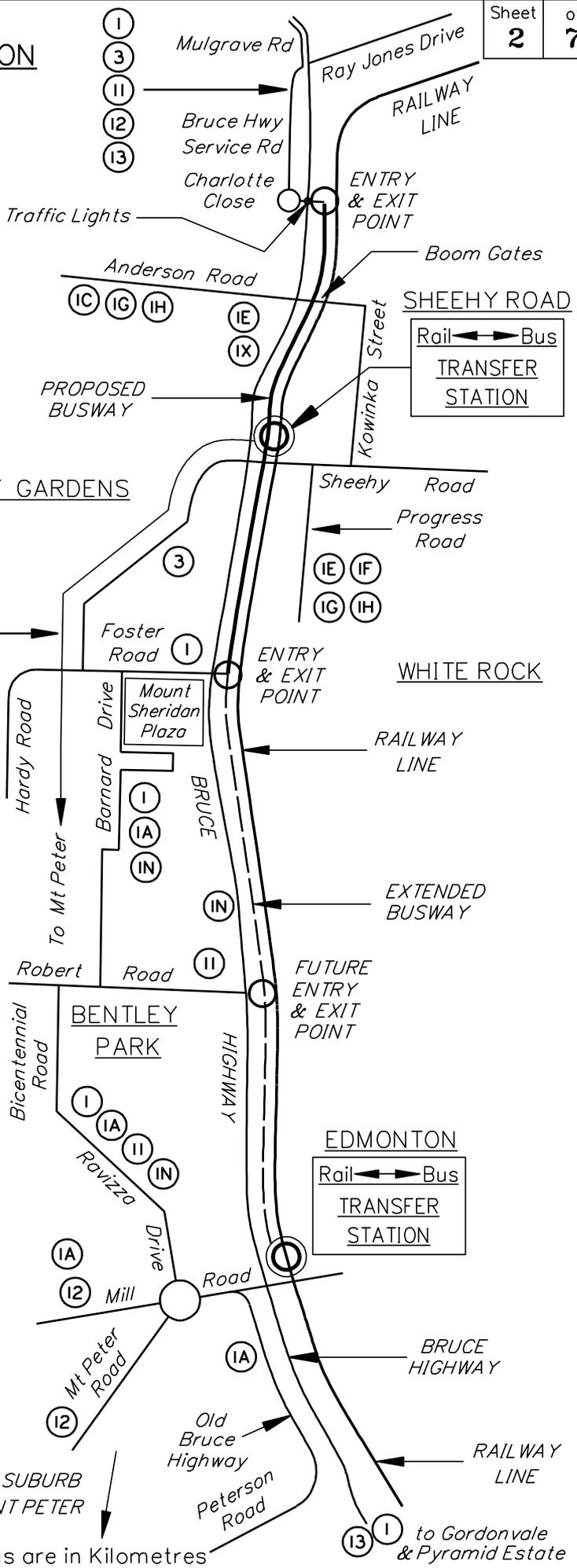
All bus routes could be retained except that the buses would use the proposed busway for part of their journey.

Bus Lanes are placed next to the Rail Line
This enables easy access from one form of transport to another.
See Sheet 3

NOTE

① indicates Sunbus Route

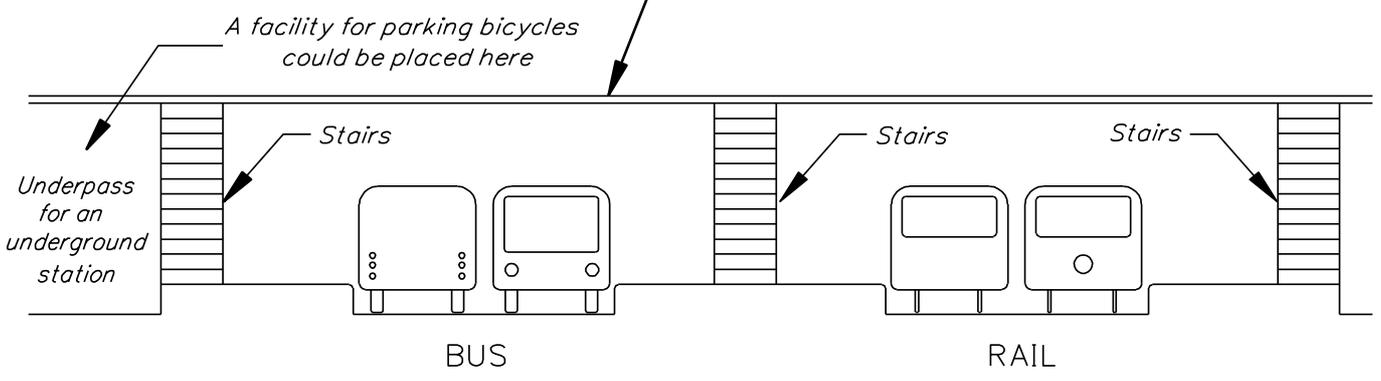
SCALE Lengths are in Kilometres



AN EXAMPLE OF A RAIL ↔ BUS TRANSFER STATION

A ticketing system based on *go* card as used by translink, could be used with readers placed on buses and transfer stations.

For an underground station this area would be at ground level.
For an above-ground station this area would be an overpass.



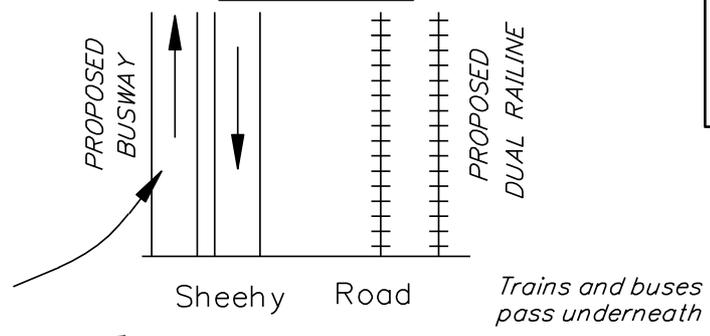
A lift should be provided at stations to enable cyclists, and passengers with disabilities, to have easy access.

At least one carriage should be capable of carrying bicycles.

THE PROBLEM OF OUTBOUND BUSES TURNING RIGHT

SHEEHY ROAD Rail ↔ Bus TRANSFER STATION

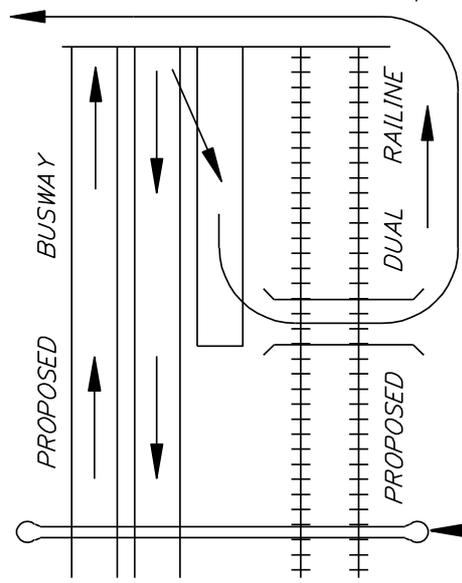
The transfer station at Sheehy Road should be underground.
Transfer stations at Edmonton & Redlynch should be above-ground.



Outbound buses turn left then left again

NOTE
← indicates direction of Bus

Overhead power for both Trains & Buses. If the Buses are hybrid in-series then they could run on electricity alone if they are connected to the overhead power lines.



IN THE FUTURE

Rail, Roads & Cane Train Lines in the Greater Cairns Area

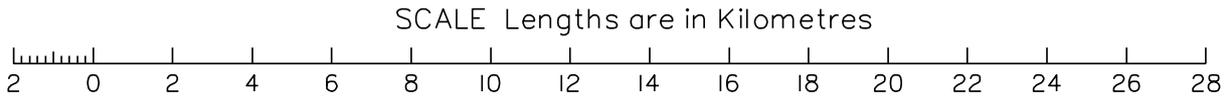
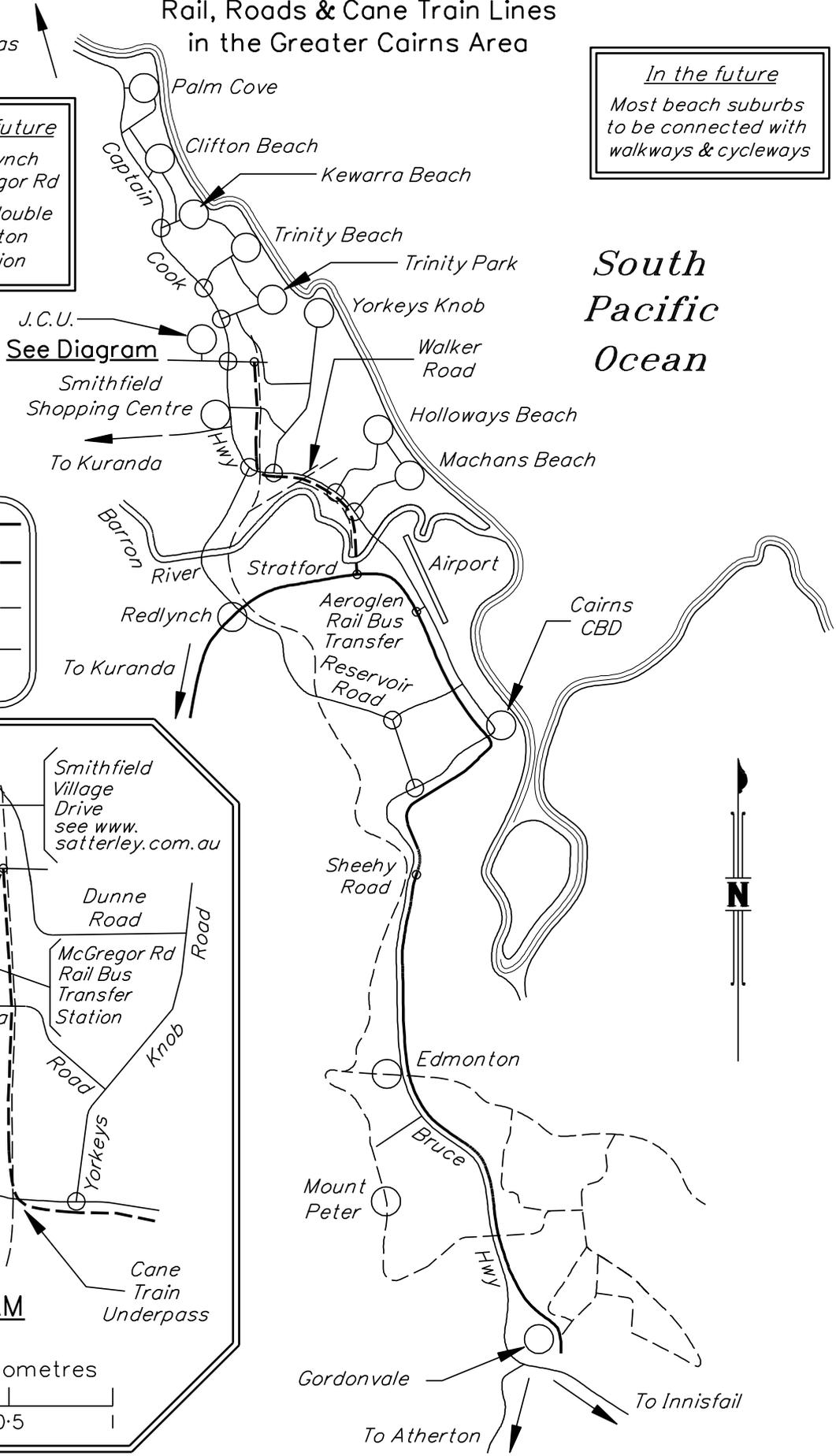
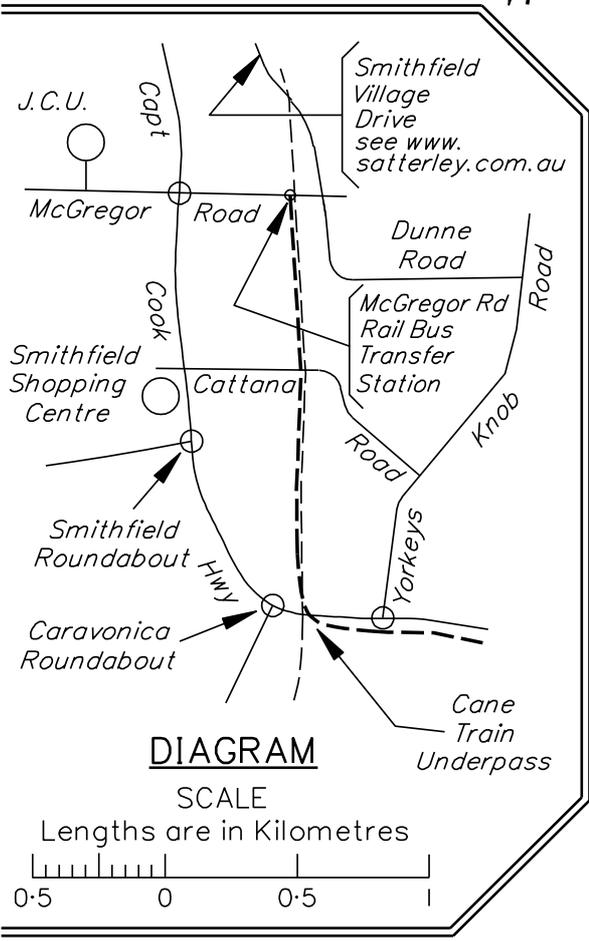
In the future
Most beach suburbs to be connected with walkways & cycleways

Two trains in the future
Edmonton – Redlynch
Gordonvale – McGregor Rd
Train services will double up at the Edmonton to Aeroglen section

South Pacific Ocean

– LEGEND –

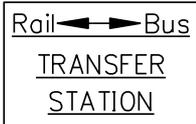
- Existing Rail ———
- Future Rail - - - - -
- Existing Cane Train Lines - - - - -
- Roads ———
- Roundabout ○



To Caravonica, Smithfield, J.C.U. & Palm Cove

Stratford Connection Road
Brinsmead Road

REDLYNCH



To Redlynch Valley

Redlynch Connection Road

BRINSMEAD

Loridan Drive

Benn Street

Parkridge Drive

Kamerunga Road

Cane Train Tunnel (approx 3m x 3m)

Reservoir Road

Ramsey Drive

Lake Morris Road

McFarlane Dr

McGregor St

DFO Plaza

Robson St

Irene St



MOOROOBOOL

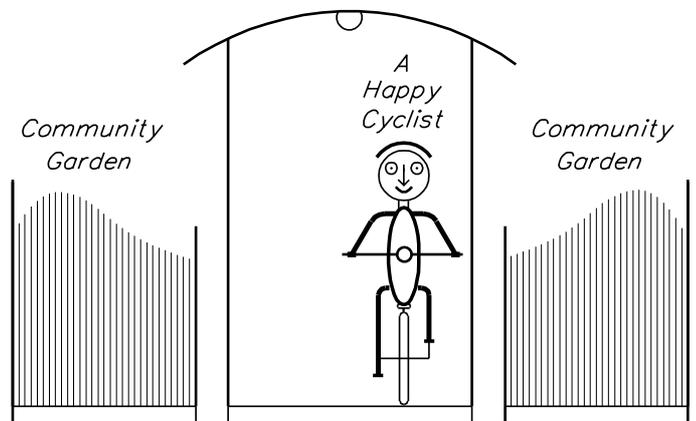
Beatrice St

Brown St

Sunflower Drive
Balaclava Rd

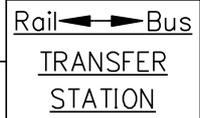
Mulgrave Road
Stockland Earlville Shopping Centre

IS THIS THE FUTURE OF THE EXISTING CANE TRAIN LINE?



PORTSMITH

EXISTING RAILWAY LINE



EARLVILLE

Toogood Road

Shannon Drive

Anderson Road

WOREE

Forest Gardens Bvd

Sheehy Road

BRUCE HIGHWAY

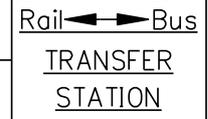
See Sheet 6 for a more detailed look

"A third of all Dutch passengers who travel by train use bicycles to get to and from stations."
The Times - 28th Sept 2009

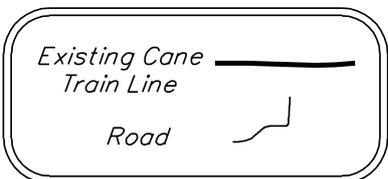
MOUNT SHERIDAN

Mount Sheridan Plaza

EDMONTON



- LEGEND -



FUTURE SUBURB AT MOUNT PETER

Robert Road

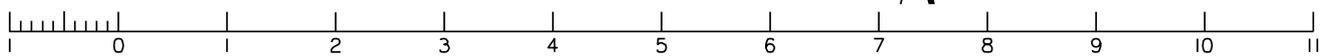
Mill Road

Mt Peter Road

Peterson Road

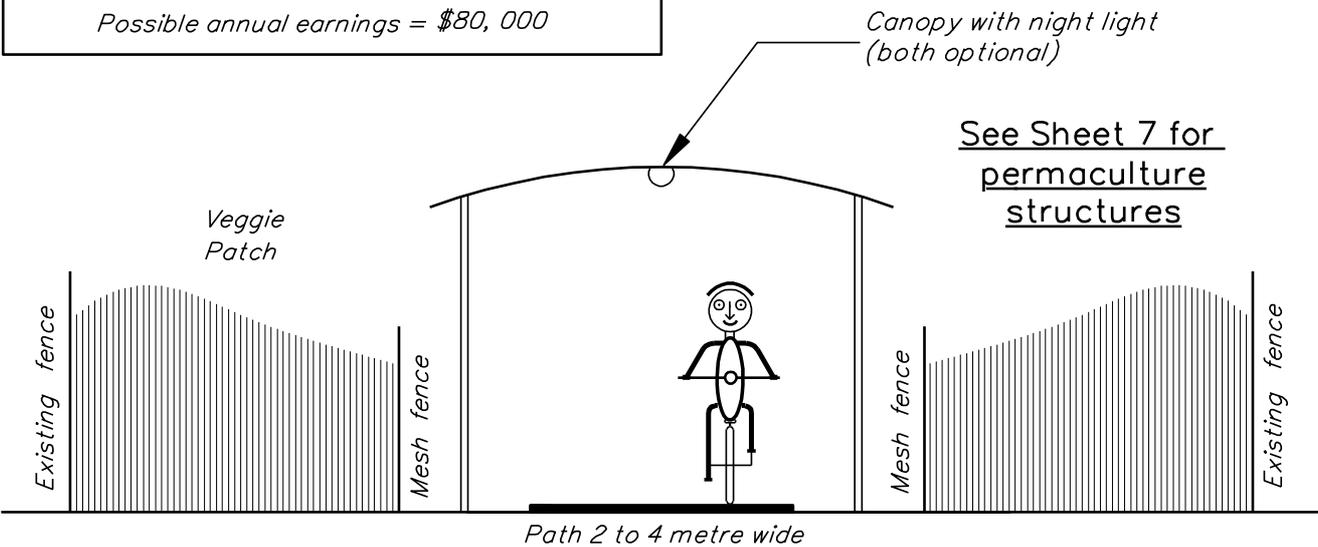
To Gordonvale

To Gordonvale



Potential Earnings from the Leases
 Number of lots adjoining bikeway suitable for garden extension = about 800
 Suggested annual fee for a gardening lease = \$100
 Possible annual earnings = \$80,000

The width of the tramline is usually 7 to 12 metres but is wider at some places.



The community garden could be made up of a number of private veggie patches that are leased out to the people who own land adjacent to what is now the present cane train line.

Whether these people join a community garden group is entirely up to them.

A rough estimate of the land available for cultivation in the existing tramline from Edmonton to Brinsmead is at least 6 hectare.

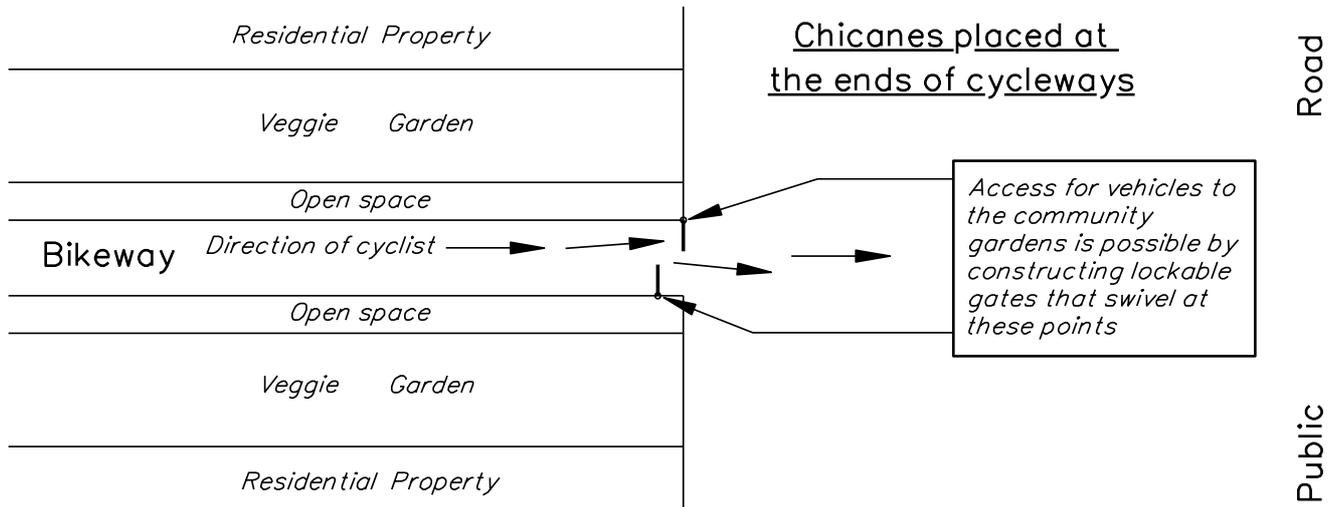
It has been suggested that rather than grow sugar cane to the north of the Barron River, we ought to grow produce for local consumption.

Plantations growing tropical fruit may be an option as well.

SCALE Lengths are in Metres



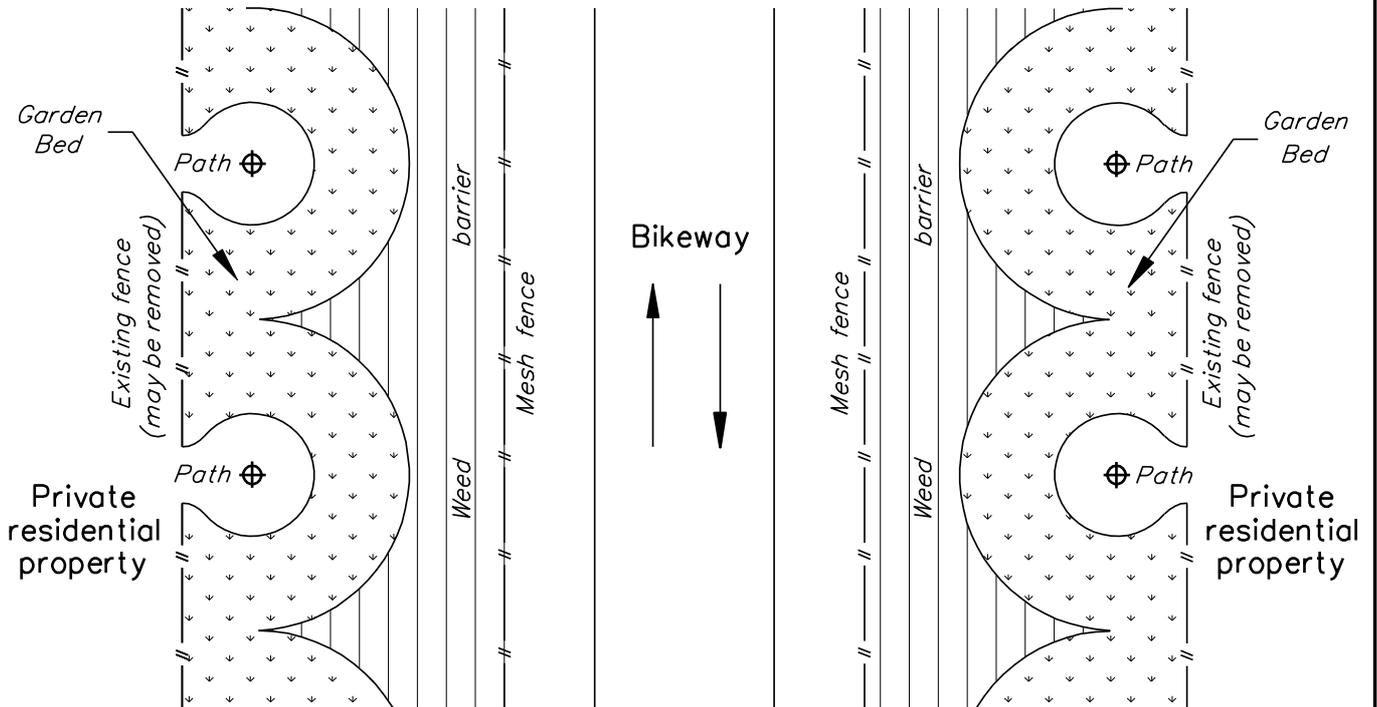
Cycle calming at crossings



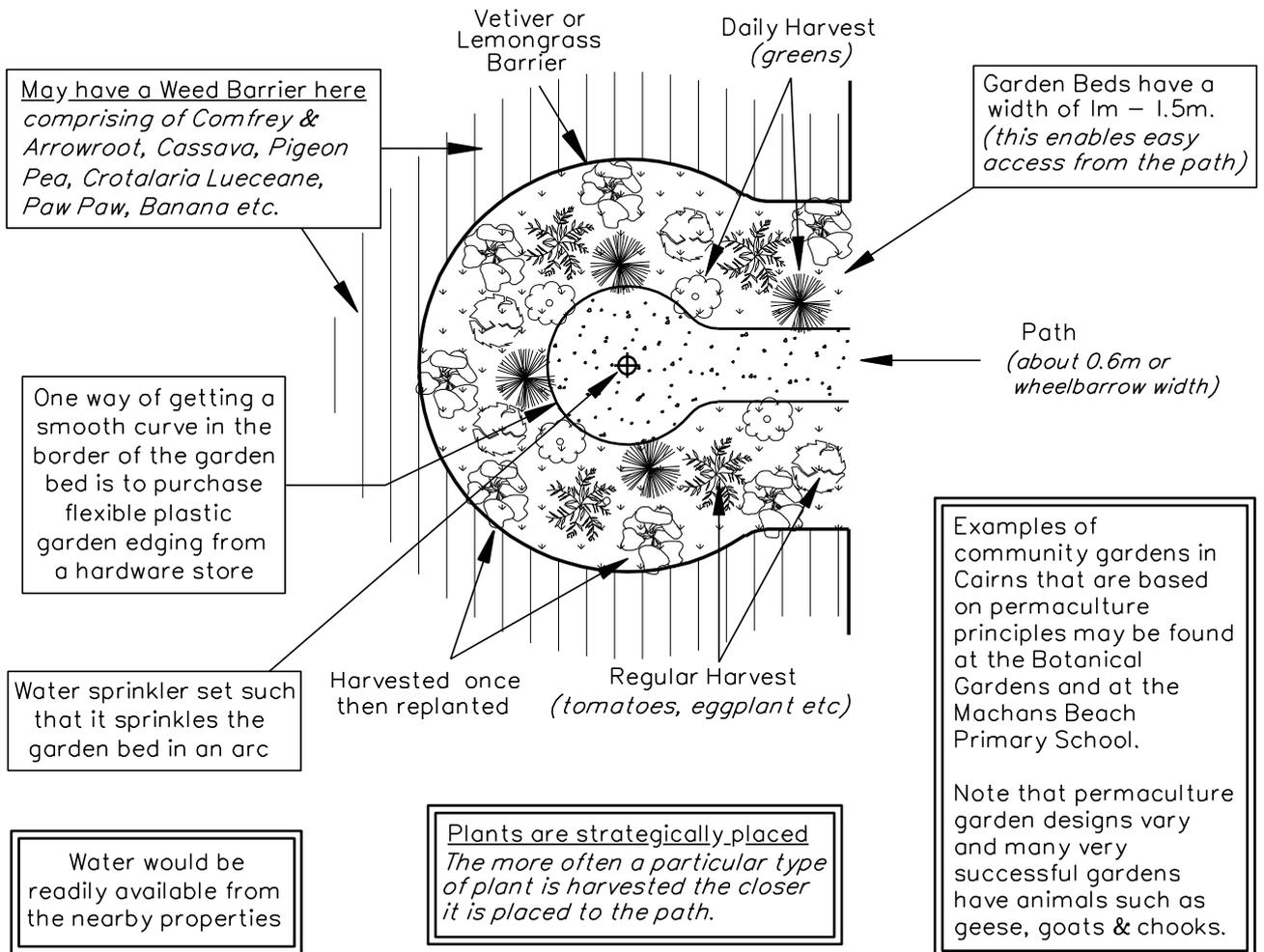
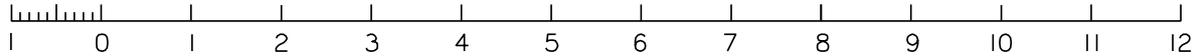
PERMACULTURE STRUCTURES

TYPICAL KEYHOLE GARDEN

A design strategy for increasing yields, using less energy & resources.



SCALE Lengths are in Metres



Appendix

Placement of Bus Stations

(Refer to the front page of this document)

Southside

There is no shortage of suitable sites for Bus Stations in the suburbs of Bentley Park and Mount Sheridan. This area has numerous parks and open space that adjoin the present bus routes.

In this proposal, the Bus Stations would be designed such that bicycles can be securely parked under shelter from sun and rain. Of equal importance, the Bus Stations would be placed at sites that are close to bikeways and near to where people live so that walking there is easy.

Therefore, on the southside, appropriate sites would be:

- 1.....Along Hardy Road, in parkland midway between Verbena Drive and Laurel Avenue.
- 2.....To the north east of parkland along Trafalgar Road, adjacent to 37 Trafalgar Road.
- 3.....Along the northern side of Robert Road, in a drainage reserve, near the McLaughlin Road intersection.
- 4.....In parkland along the southern side of Robert Road, near the Catherine Close intersection.
- 5.....The Mount Sheridan Shopping Centre.
- 6.....The future Town Centre, Edmonton.

Northside

Designing effective public transport on the northside of Cairns is difficult. The original population centres are on the beaches and the main thoroughfare to Cairns is on higher ground to the west. The result is that there is little or no connectivity between the beach suburbs. In this proposal, bikeways would connect the beach suburbs, where possible, and connect to Bus Stations that are placed on or near the Captain Cook Highway.

Therefore, on the northside of Cairns, suitable sites would be:

- 7.....On the Captain Cook Highway near the Clifton Beach Shopping Centre.
- 8.....Coast Watchers Park, Trinity Beach Road.