

# Keep Cairns moving

## Cairns Bruce Highway Upgrade and Cairns Transit Network projects

Newsletter 3 | Summer 2009

### What's inside?

- Design options for the Bruce Highway upgrade
- Map showing the proposed Cairns Transit Network corridors and stations
- Project summaries and timelines
- Feedback form
- Contact details and information session dates



Image courtesy of Tourism Queensland

### What's new with the Cairns Bruce Highway Upgrade project?

Three draft design options for the highway between Wrights Creek and Draper Street are now available for comment. Each option includes future provision for public transport, motor vehicles, the rail corridor, a high speed cycleway and connections to local bicycle and pedestrian paths.

It is important to note that while three distinct options are being presented, a preferred option has not been identified and the final solution could be a combination of elements from all three.

This is your opportunity to help plan for Cairns' future and to have your say.

### What's new with the Cairns Transit Network project?

The draft Concept Design Report and alignment plans for the Cairns Transit Network are now ready for public comment. We believe this draft network strikes a balance between technical feasibility and financial affordability while minimising community impacts. The project team welcomes all feedback and ideas on the alignment including station locations and the new Cairns city bus station. We value your local knowledge, and your comments could make a difference to the final concept design.

### Draft options and plans now on display

Detailed options and plans for the future of Cairns' road and public transport network are now available for public comment. The Cairns Bruce Highway Upgrade project has released three draft options for the upgrade of the southern approach to Cairns between Wrights Creek and Draper Street near the Cairns city centre for public comment.

The Cairns Transit Network project has released its draft Concept Design Report which includes maps detailing where the network may go. The Cairns Transit Network plans cover the entire city, from Palm Cove to Gordonvale and west to Redlynch.

Public information sessions will be held at a range of venues across Cairns. Please see the back page of this newsletter for dates and contact details.

The Queensland Government is planning two projects that will provide a balanced road and public transport solution to help manage the growth pressures facing our region.

The Cairns Bruce Highway Upgrade project will improve traffic flow and safety for all road users on the southern approach to Cairns city.

The Cairns Transit Network project will protect now for the future by planning a fast, reliable and sustainable public transport system that will connect the major communities in Cairns.

Together these projects will help keep the city of Cairns moving into the future.

### About the Cairns Bruce Highway Upgrade project

A planning study is considering potential upgrades to the Bruce Highway from Wrights Creek south of Edmonton, to Draper Street near the Cairns city centre. It is investigating long-term, multi-modal options to improve safety and traffic flow, reduce congestion and enhance access for users of this transport corridor in coming decades. This \$5 million study is part of the \$38 million Urban Congestion and Planning Package which is jointly funded by the Australian and Queensland governments.

The Cairns Bruce Highway Upgrade project between Sheehy Road and Ray Jones Drive is a \$150 million federally funded initiative being delivered by the Queensland Government. This forms part of \$8.6 billion in Australian Government land transport infrastructure funding to Queensland over 2008–09 to 2013–14.

### When will the highway be upgraded?

The outcomes of the planning study will be used to determine the scope of works for the \$150 million upgrade of priority sections between Sheehy Road and Ray Jones Drive. The timing for construction will be determined when planning is further advanced.

A master plan is being developed for future upgrade needs between Wrights Creek and Draper Street over the next 30 years. Identifying the footprint for future transport infrastructure is the first important and necessary step. There is no fixed timeline for the roll out of the master plan. One of a number of determining factors will be the rate of urban growth within the southern corridor.

# Cairns Bruce Highway Upgrade

## Developing the draft options

Before providing you with three draft options for comment, we looked at the issues arising from planning for the future transport infrastructure needs of such a highly-developed area.

The study has taken into account a range of criteria including noise, drainage, visual and environmental impacts, Indigenous and non-Indigenous heritage considerations and existing and planned public transport activities in the project area. We also had to work within the geographical constraints of the area including the mangrove habitat to the east and the mountain range to the west.

As part of the community engagement process, we obtained advice from key stakeholders for the planning study. These stakeholders included representatives from Cairns Regional Council, the Department of Emergency Services, the Department of Infrastructure and Planning and the Mount Peter Master Planning Taskforce. We also listened to the issues and suggestions raised by the Cairns community during the first round of consultation and integrated these into the design process.

The *Far North Queensland Regional Plan 2009–2031* identifies Mount Peter as the main urban growth corridor for Cairns with development expected to occur in this area over the next

20 to 30 years. A copy of the regional plan is available at <http://www.dip.qld.gov.au>.

As part of the study we examined traffic movements and used traffic modelling to replicate current travel patterns and predict future traffic movements based on forecast population growth.

## Improving traffic flow and safety

The project team has spent considerable time identifying the best combination of overpasses and interchanges to ensure that all road users can cross the highway safely, while still allowing vehicles to enter and exit the highway without impeding through traffic.

While the planning study identified fourteen possible locations where an interchange could be constructed along the 14km route, a minimum spacing distance of 2.5 to 3km is required between interchanges for safety reasons.

In addition, a significant amount of land is required for an interchange. This means the final master plan will feature four to five interchanges at priority locations along this 14km route.

## Access to the highway

As priority sections of the highway are upgraded, motorists will be provided with a restricted range of entry and exit points. This is necessary to allow the upgraded intersections to operate as safely and efficiently as possible.

For example, the study process identified the Sheehy Road intersection as a priority location for some form of interchange. It also showed that the Rigg Street/Ray Jones Drive junction would need upgrading.

The short distance between the Sheehy Road and Anderson Road intersections means that it is not technically feasible or safe to construct interchanges at both Anderson Road and Sheehy Road. As a result, an interchange at Sheehy Road would require access between Anderson Road and the highway to be permanently closed and an alternative access street would be needed to connect adjacent residential areas.

## What are overpasses and interchanges?

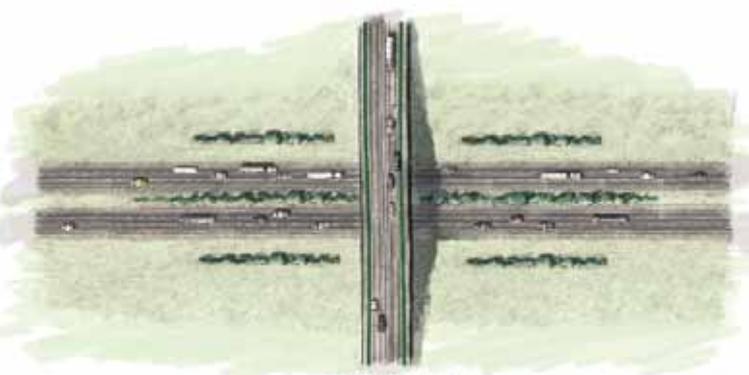
Overpasses and interchanges are two types of intersections that are grade separated.

Roads are built on top of each other at different heights (grades) which allow traffic to flow more freely as it does not intersect.

**An overpass** is the name for a road that passes over a highway without any connections to and from the highway.

**An interchange** is an overpass that allows access to and from the highway without impeding traffic flow on the highway. Benefits include:

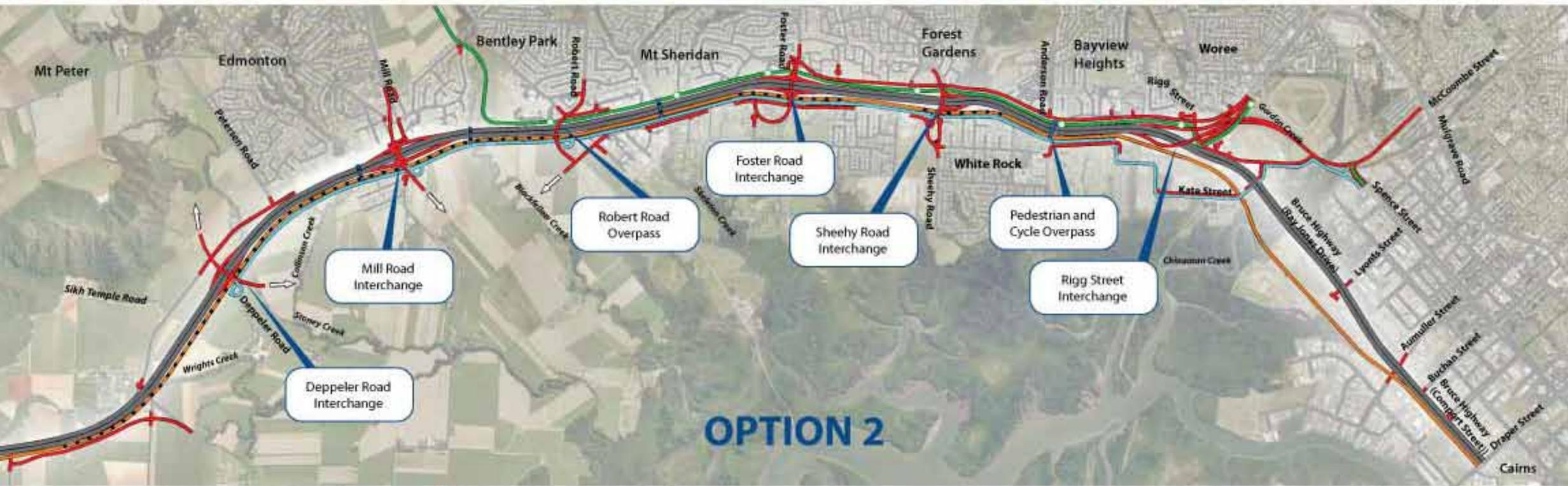
- improved traffic flow by reducing the number of traffic lights along the highway
- improved connections across the highway
- improved safety by separating conflicting traffic flows.



Overpass



Interchange





An artist's impression of what the future highway may look like in the long-term.

## What does multi-modal mean?

A multi-modal option is one that considers and caters for a range of transport types in the one corridor, for example bus, rail, vehicles, trucks, cyclists and pedestrians.

## Where to from here?

The selection of the preferred multi-modal option will be decided after this community consultation phase is complete and further technical investigations are finalised.

Presentation of the master plan to the community will occur in 2010.

### Legend

Option 1	
Option 2	
Option 3	
Highway upgrade	
Rail	
Relocated rail	
High speed cycleway	
Cairns Transit Network	
Cairns Transit Network Station	
Connect to future internal road network	
Pedestrian overpass	
Pedestrian underpass	

## Timeline for projects:

### Phase 1 late 2008

- Launch of the proposed Cairns Transit Network.
- Consultation on the Cairns Transit Network overall corridors.
- Launch of the Cairns Bruce Highway Upgrade project.
- Consultation about the future of the Cairns Bruce Highway.

### Project update Sept. 2009

Project update on the Cairns Transit Network and Cairns Bruce Highway Upgrade. This includes feedback about what the public have said and design solutions being considered.

### Phase 2 Nov. 2009

Consultation on the draft concept design options for the Cairns Transit Network and Cairns Bruce Highway Upgrade.

We are here

### Phase 3 early - mid 2010

Preferred design announced for both projects.

# Cairns Transit Network

## About the Cairns Transit Network

The Cairns Transit Network project is a Queensland Government initiative that is planning now for the future.

The proposed network will include:

- three dedicated public transport corridors covering the length and breadth of Cairns. The corridors are the:
  - Northern** corridor connecting Palm Cove to Cairns city via Smithfield
  - Southern** corridor connecting Cairns city to Gordonvale via Earlville and Edmonton
  - Western** corridor connecting Cairns city to Smithfield via Redlynch
- high-quality stations to provide safe and comfortable waiting areas
- a custom-built solution for the Cairns lifestyle and climate.



## When will the Cairns Transit Network be built?

The Cairns Transit Network is a long-term vision for the future of Cairns and is designed to be built in stages as funding becomes available. The focus of this planning project is to identify the locations of future corridors and stations so that land can be protected and community impacts can be managed.

## Why is a bus-based system best for Cairns?

We have investigated the potential to use the existing heavy rail corridor for urban public transport. Studies show a new network is needed to get people to the places they want to go to.

One of the major benefits of bus-based transport systems is that high priority sections of the network can be constructed first with buses running on existing roads elsewhere. This means public money can be spent effectively when and where it is most needed. The *Far North Queensland Regional Plan 2009–2031* determines that most of the region's growth over the next 20 years will occur around planned stations on the Cairns Transit Network, so that more people have convenient access to high-frequency public transport.

Bus rapid transit systems provide the flexibility and affordability of a bus with the comfort and reliability of rail. These corridors are designed to be initially serviced by bus rapid transit with

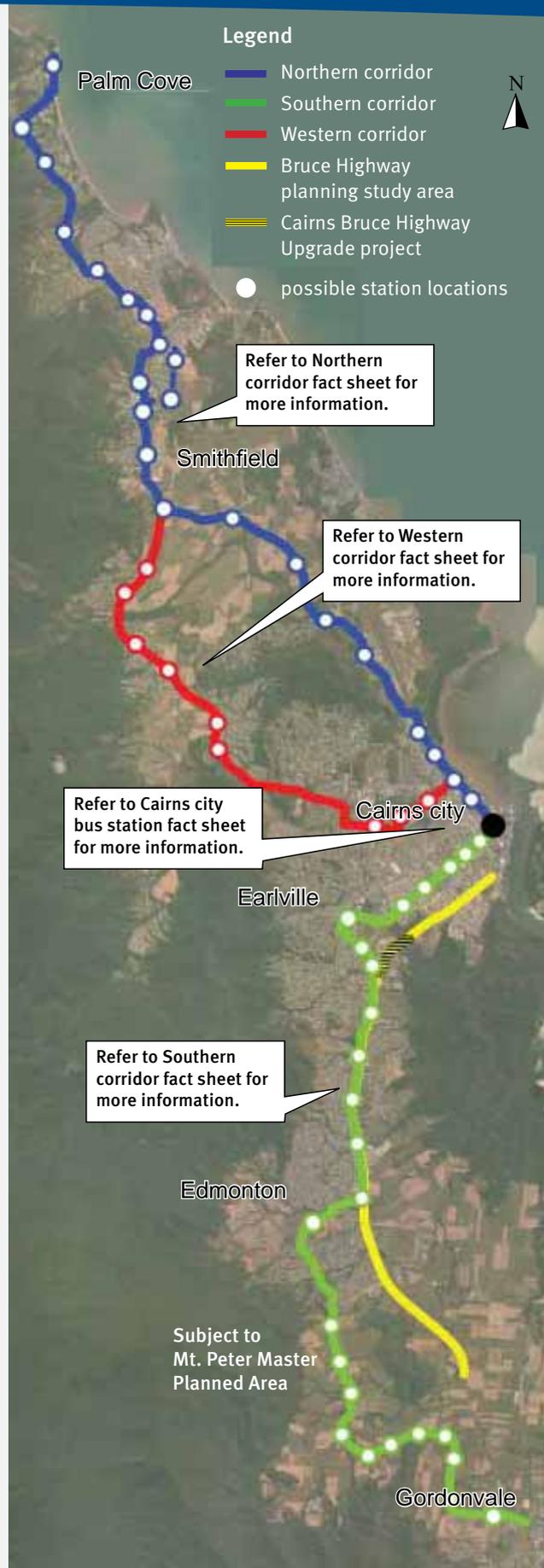
the flexibility to convert to other technologies (such as light rail) in the future if required. This will be determined by the carrying capacity and demand of the network. The busway system, similar to the models used in Brisbane, will meet the long term needs of Cairns.

## What will the Cairns Transit Network look like?

The network will be custom-designed to fit in with the lifestyle, climate and character of Cairns. More information on the three corridors and the Cairns city bus station, and viewing of the draft Concept Design Report and In-brief are available by visiting an information session, via the website, by emailing the project team or by calling 1800 184 317. We want your feedback on the look and feel of the network. This is your opportunity to contribute to how people will travel around Cairns in the future.

## How did we get here?

Over the past 12 months, the project team has been investigating technical aspects such as environmental issues, traffic flows and land use planning. We have also been considering community feedback gathered between October and December 2008 and incorporating your ideas into the planning. Working closely with council and other state agencies, we have developed these plans showing the proposed network of corridors and stations. Now we want to hear from you.



## A balanced transport system for the future

Cairns is growing fast and we need to take steps now to maintain and protect our relaxed tropical lifestyle.

Population growth and a strong tourism industry are placing pressure on our region, our lifestyle and our transport system. In 2008, Cairns Regional Council was the second fastest growing local government area in Queensland, and the population of Cairns city is expected to grow a further 56% between 2008 and 2031 (Department of Infrastructure and Planning).

Cairns needs a balanced transport solution to effectively deal with our rapidly growing population. It's not enough to just build more roads or add more traffic lanes.

We also need to improve options for walking, cycling and public transport. It's about helping people to move around conveniently, and with the right mix of transport options we can protect the Cairns environment and lifestyle.

The Queensland Government's 'Toward Q2' agenda is working towards a greener future for Queenslanders by setting a target of cutting the state's carbon footprint by one third by 2020. One way this will be achieved is through reduced car use. The Cairns Transit Network is contributing towards this target by planning for future public transport solutions for Cairns.



## What will be on display at the information sessions?

- View the draft Concept Design Report and detailed alignment maps of the three corridors for the Cairns Transit Network.
- Information on the proposed new Cairns city bus station will also be available.
- Detailed maps for the three options for the Bruce Highway Upgrade will also be able to be viewed.
- You can discuss the projects directly with members of the project teams.

## Potential property acquisitions

The project teams are working to minimise impacts on private and commercial properties as much as possible. While some properties will need to be acquired for these projects, the majority of acquisitions will take place in the medium to long term.

The department is in the process of notifying property owners where a potential property acquisition exists, and will continue to work directly with impacted property owners throughout the process. Anyone with any questions on property matters can contact the project teams on 1800 184 317.

## Feedback so far

Your feedback has helped shape the draft plans and options so far. Now we want to know what you think of the three draft options for the Bruce Highway Upgrade, as well as any comments on the Cairns Transit Network. We encourage all members of the community to visit a staffed information session, call us on the project hotline 1800 184 317 or complete and return the attached feedback form. Maps and concept designs are also available for viewing on the department's website.

## Staffed information sessions

Venue	Date	Time	Address
<b>Edmonton</b> Hambledon House	Saturday 21 November 2009	10am – 1pm	177 Bruce Highway, Edmonton
<b>Forest Gardens</b> Forest Gardens Hall	Sunday 22 November 2009	9am – 12.15pm	Forest Gardens Boulevard, next to Delfin Sales & Information Centre, Mount Sheridan
<b>City</b> Bluewater Room The Sebel Hotel	Tuesday 24 November 2009	10am – 1pm	Level 1 17 Abbott Street, Cairns (formerly Cairns International)
<b>Smithfield</b> Murraya Conference Centre	Thursday 26 November 2009	5pm – 8pm	10-24 Faculty Close, Smithfield
<b>Gordonvale</b> Library, Gordonvale State High School	Saturday 28 November 2009	10am – 1pm	85 Sheppards Street, Gordonvale
<b>Westcourt</b> Cazalys AFL Club Allen Aylett Room	Thursday 3 December 2009	10am – 1pm 5pm – 8pm	344 Mulgrave Road, Westcourt

Newsletters and information on the public consultation will be available at local libraries, Department of Transport and Main Roads Customer Service Centres, Cairns Regional Council offices and State and Federal Elected Representative offices across Cairns.

## Contact us

**phone** 1800 184 317

**email** [transportplanningcairns@tmr.qld.gov.au](mailto:transportplanningcairns@tmr.qld.gov.au)

**visit** [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)  
(search for Cairns Transit Network or Cairns Bruce Highway Upgrade project)

**write** (no stamp required)

Cairns Transit Network or  
Bruce Highway Upgrade projects  
Department of Transport and Main Roads  
Reply Paid 5971  
Cairns QLD 4870

# Feedback form

Tear here

## Keep Cairns moving Give us your feedback today

### Your contact details *(optional)*

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

In accordance with the Queensland Government's policy guidelines, any information you supply as part of this project will be used solely for the purpose of the Cairns Bruce Highway Upgrade/Cairns Transit Network projects. It will be accessible only to the Department of Transport and Main Roads project members and consultants undertaking project activities on their behalf. This information will not be disclosed to any third parties without your prior consent or unless otherwise required by law.

### Cairns Bruce Highway Upgrade project

Which option provides the best access for your daily trips?  
*(please tick)*

Option 1       Option 2       Option 3

Why do you prefer this option?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Developing the best traffic solution for the highway may mean creating a combination of elements from different options. Do you have any suggestions for an alternative combined option?

\_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Additional suggestions/ideas or comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*(continue over)*

Tear here

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### Cairns Transit Network

What do you think is the highest priority section of the Cairns Transit Network?

- Northern
- Southern
- Western

Why:

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Do you have any comments on the proposed locations of the corridors?

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Do you have any comments on the proposed locations of the stations?

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When you have completed the feedback form, please tear it from the newsletter, fold and tape it to create a pre-paid, pre-addressed envelope that does not require a postage stamp.

**Please return this feedback form by 18 December 2009.**

Fold here

Fold here

No stamp required  
if posted in Australia



Delivery Address:  
PO Box 5971  
CAIRNS QLD 4870



Cairns Bruce Highway Upgrade or  
Cairns Transit Network Projects  
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