Cairns Regional Council

Cycling & Walking Strategy Review

Part A – Background Research

Final Report

August 2010

Prepared by:

STRATEGIC LEISURE GROUP
LEISURE PLANNING + MANAGEMENT CONSULTANTS

In association with

McCormick Rankin Cagney

Document Status

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EXECUTIVE SUMMARY

Introduction

Paths and bikeways make a significant contribution to the Cairns Region's built environment, local character, tourism appeal and outdoor lifestyle. This is demonstrated by the enormous success of Cairns Esplanade, which will soon be supported by two new signature projects - the $6.1M CBD-Aeroglen Bikeway and CBD Walking & Cycling Circuit along Lily Creek.

The Cairns Region also boasts high rates of commuting to work on foot and by bike, and strong community interest in pleasant places to walk and cycle for sport, recreation, fitness and tourism. The Region's combined rates of walking and cycling to work continue to outpace the Queensland average.

The amalgamation of the Cairns City and Douglas Shire Councils in 2008 prompted the need to update various strategic plans for the new Cairns Region, including the walking and cycling network. Therefore, Cairns Regional Council engaged the Strategic Leisure Group and McCormick Rankin Cagney to:

- Review the current walk and cycle plans; and
- Develop an updated strategy to ensure Council's direction and delivery of walk and cycle infrastructure is relevant, realistic and reflects community needs.

The updated strategy will review and replace the:

- Cairns Pedestrian Movement & Cycle Travel Strategy (2004); and

Findings and recommendations of the review process are presented in two separate documents:

- **Part A: Background Research** – Results of the existing situation analysis, stakeholder consultation program and other background research, to identify opportunities, constraints, community needs and strategic directions for future walk and cycle planning.
- **Part B: Network Plan 2010-2030** – The 'strategy' component of the review including updated network vision, works program, cost estimates and design guidelines.

Existing Situation

Since the preparation of the previous plans for Cairns City (2004) and Douglas Shire (1999), Council has progressively implemented many of the recommendations within its funding capacity. This has included both 'on ground' infrastructure and other initiatives to positively promote walking and cycling in the community. Implementation progress is addressed in Section 3.2 of this report.

The demand for paths and bikeways has steadily increased, prompted by resident population growth and the large tourist base. State Government projections suggest that 75,000 new residents are expected to settle in the Region by 2031, resulting in a total population of 223,000. Mount Peter,
located between Gordonvale and Edmonton, will be primary focus of future growth with an ultimate population of 80,000 (30+ years). Mount Peter is not included in the scope of this study, as Council is preparing a separate master plan for the area, which will address bicycle and pedestrian movement.

The existing walk and cycle network covers a total distance of about 500km extending throughout the Region. Of these, 455km are off-road paths and 53km are on-road bikeways designated with marked lanes or pavement symbols.

Major gaps in the walk and cycle network exist between:

- Smithfield and Cairns CBD.
- Gordonvale and Edmonton.
- Forest Gardens and Woree.
- Mossman and Port Douglas.

Although the extent of facility provision varies between individual communities, the Region’s network has largely evolved as a road-based system (i.e. facilities within the road reserve). In future, there is good potential for greater integration with parkland and other open space.

With these conditions in mind, the primary aim of the review process is to build on the existing network base, and improve connectivity (i.e. minimise missing links).

**Walking and Cycling Trends**

An assessment of local trends data for walking and cycling highlights the following:

- Population and tourism growth means that more people are making more trips.
- With urban expansion, people are travelling longer distances and using cars for a higher proportion of trips.
- 33% of students in the Region walk or cycle to school (21% - walking; 12% - cycling). School ridership has decreased since 2004, primarily attributed to safety concerns. Rates of walking to school have remained stable.
- There is growing awareness of health benefits related to ‘active living’ - walking, cycling and running consistently rate as three of the most popular recreational activities for Queenslanders.
- Rates of walking and cycling to work in the Cairns Region continue to be high. However, a decline was evident between 2001 and 2006.
- The incidence of bicycle crashes has increased in recent years. Pedestrian crash rates have remained stable, however these tend to be of greater severity.

**Opportunities and Constraints**

Opportunities for paths and bikeways to be integrated with other strategic projects were identified to maximise benefits for the community, and avoid the need for Council/ Department of Transport & Main Roads (TMR) to construct facilities retrospectively at added cost.
The recent release of TMR’s ‘Principal Cycle Network for Far North Queensland’ (Dec 2009) is an important measure to support Council and the State delivery of Principal Cycle Network elements (i.e. links on Local and State roads). This will also bring new opportunities for infrastructure funding.

Other strategic opportunities for facility integration are:

- Major transport infrastructure projects, notably the Bruce Highway Upgrade (Southern Corridor) and Cairns Transit Network (both TMR projects).
- Conversion of cane rail corridors to cyclist/ pedestrian use (some sections subject to public transport network investigations and tenure constraints).
- Ongoing road network construction and improvement (local and state).
- Opportunistic facility provision with urban growth e.g. development approvals.
- Local master planning projects for Mount Peter, together with town centres, parkland and waterfronts e.g. Edmonton, Smithfield, Port Douglas.
- Supporting sustainable urban growth, consolidation of district activity centres and transit oriented development as articulated by the FNQ Regional Plan 2009-2031.
- Review of car parking arrangements in the Cairns CBD as part of a future car parking strategy to create more road space for cycling.

Key constraints that limit the potential for walking and cycling are:

- The road network is not highly conducive to non-motorised modes e.g. individual communities are linked highways/ arterials, multi-lane roundabouts, major intersections, bridge crossings, high speed environment.
- The Bruce and Captain Cook Highway corridors are major physical barriers to movement.
- Parts of the network are highly fragmented and lack connectivity.
- Lack of a continuous and connected coastal corridor of public open space between the Northern Beaches, which would provide valuable opportunities for a coastal walk and cycle route.
- Personal safety is a major disincentive for walking and cycling, ranging from on-road cycling conditions, to walking alone on isolated paths, and finding safe routes to school.
- Funding thresholds.

Community Needs and Aspirations

A consultation program was conducted to encourage local residents, schools, community interest groups, government agencies and other stakeholders to ‘have their say’, through public meetings, surveys, discussions, submissions and displays. The community response was supportive, and demonstrated a high level of interest in the project.

The community’s future ‘vision’ for the network was encompassed by the following needs:

- Implement ‘complete’ routes for walking and cycling, targeting network gaps and overcome barriers.
- Improve safety for all network users and skill levels.
Improve the quality of local pedestrian and cycling environments.

- Improve standards of infrastructure construction and maintenance.
- Provide continuous off-road paths along highways (Southern Corridor, Northern Beaches).
- Improve on-road cycle access into the Cairns CBD from the north, south and west.
- Utilise quiet streets as parallel options to busy road corridors in the CBD, and formalise ‘bicycle friendly’ routes using low cost advisory treatments that don’t require major modification to the road e.g. line marking, pavement symbols.
- Create alternative destinations to the Cairns Esplanade for high quality recreational path circuits in the suburbs e.g. major parks, Redlynch Valley, Northern Beaches, Cattana Wetlands, Mount Peter.
- Investigate strategic links for cycling between northern Mossman, Port Douglas and beach villages.
- Improve safety for vulnerable pedestrians and cyclists in school zones.
- Improve network legibility through signage and wayfinding, for the benefit of residents and visitors.
- Get more people walking and cycling to improve physical activity levels.
- Provide on-trip and end-of-trip facilities to support walking and cycling journeys e.g. secure bike parking, shaded seating, drinking water.
- Integrate walking and cycling with the public transport system (existing and future).
- Increase investment in the walk and cycle network.
- Develop the network to support the Region’s tourism profile, with sustained community support for a recreational touring route linking the Cairns Northern Beaches.
- More collaboration between Council and State Government to deliver agreed high priority routes for walking and cycling.

**Strategic Directions for Network Planning**

Based on a synthesis of this background research and stakeholder feedback compiled during the review process, the following strategic directions have been formulated to guide forward planning:

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**.... the Cairns Region’s future walk and cycle network will:**

- Continue to create a more bicycle and pedestrian friendly Region for residents and visitors.
- Provide for, and go beyond a transport function.
- Incorporate active recreation and healthy living principles into infrastructure planning and delivery.
- Focus on safe, complete routes linking people with their destinations, within and between communities.
- Achieve better permeability of the CBD and individual suburbs for pedestrians and cyclists.
- Be accessible for all abilities.
- Successfully integrate with the Mount Peter Township, other urban expansion areas, the Principal Cycle Network for FNQ, and major infrastructure projects.
- Provide more sustainable travel choices and help reduce the Region’s carbon footprint.
- Address the growing interest in major walking and cycling routes which showcase the Region’s tropical character, natural attractions and tourism appeal.
- Be developed within the capacity of available budgets and aligned with new funding opportunities.
Next Steps – Part B: The Network Plan 2010-2030

The findings of the Part A report have been used as the basis for development of an updated Cycling & Walking Strategy for the Cairns Region. Study recommendations are presented separately in the Part B report.
1. **INTRODUCTION**

Paths and bikeways make a significant contribution to the Cairns Region's built environment, local character, tourism appeal and outdoor lifestyle. The Cairns Region also boasts high rates of commuting to work on foot and by bike, and strong community interest in pleasant places to walk and cycle for sport, recreation, fitness and tourism.

The amalgamation of the Cairns City and Douglas Shire Councils in 2008 prompted the need to update various strategic plans for the new Cairns Region, including the walking and cycling network. Therefore, Cairns Regional Council engaged the Strategic Leisure Group and McCormick Rankin Cagney to:

- Review the current walk and cycle plans; and
- Develop an updated strategy to ensure Council's direction and delivery of walk and cycle infrastructure is relevant, realistic and reflects community needs.

The updated strategy will review and replace the:

- Cairns Pedestrian Movement & Cycle Travel Strategy (2004); and

Review findings and recommendations are presented in two separate documents:

- **Part A: Background Research** – Results of the existing situation analysis, stakeholder consultation program and other background research, to identify opportunities, constraints, community needs and strategic directions for future walk and cycle planning.
- **Part B: Network Plan 2010-2030** – The ‘strategy’ component of the review including updated network vision, works program, cost estimates and design guidelines.

1.1. **Study Aim and Objectives**

The overall aim of this study is:

“To prepare a new Cycling & Walking Strategy for the entire area of the Cairns Regional Council.”

This is underpinned by 12 objectives:

1. **Review and replace the present CPMCTS (2004) and Douglas Shire Bikeway Strategy Study (1999), to deliver an integrated Cycling & Walking Strategy for the Cairns Region.**
2. **Improve pedestrian and cyclist access, connectivity, mobility and safety.**
3. **Promote more walking and cycling activity, thus encouraging active living choices and a shift away from the reliance on private vehicles.**
4. Recognise the characteristics, trip needs and facility requirements of different pedestrian and cyclist user groups.

5. Identify opportunities for logical coordination between walking, cycling and other modes of travel.

6. Identify current and emerging needs of the community, including residents and visitors.

7. Identify new opportunities to enhance the progress of network development, and integrate with other Council and State Government initiatives.

8. Identify current and emerging factors that will increase walking and cycling activity in the Cairns Regional Council area.

9. Identify new and upgraded infrastructure needed for pedestrians and cyclists which can be realistically provided, ensuring it complements and enhances the existing walking and cycling network.

10. Review and update if necessary, engineering design standards for pathway and cycleway construction, based on current standards and best practice.

11. Recommend to Council any new or reprioritised projects, as part of an achievable works program for the network, which reflects budget and operational realities.

12. Demonstrate an engagement process with local residents, schools, stakeholder organisations, government agencies and other special interest groups, to ensure the community has input to the strategy, and is informed of the final outcome.

This project received funding under the Queensland Government’s “Local Sport and Recreation Program” administered by the Department of Communities – Sport and Recreation Services.

1.2. Purpose of this Document

The updated strategy is presented as two separate documents:

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<th>1. Part A Report – Background Research</th>
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<td>Updated Baseline Information (Demographics, Travel Trends, Crash Data)</td>
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<td>Conditions, Opportunities and Constraints for Walking and Cycling</td>
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<td>Stakeholder Consultation Findings</td>
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<td>Updated Design Guidelines</td>
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<td>Desired Standards of Service</td>
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<td>Updated Network of Proposed Walk and Cycle Routes</td>
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<td>Prioritised Works Program</td>
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This document, the Part A Report, presents the results of background research and stakeholder consultation – this data was compiled to understand the existing situation, emerging issues and inform the planning process.
It should be read in conjunction with the Part B Report, which presents the ‘strategy’ component of the review i.e. updated 20 year plan for the walk and cycle network.

1.3. **Review Process**

As a starting point, the review process involved an evaluation of the two previous walk and cycle plans for Cairns City and Douglas Shire, including assessments of their implementation progress and existing network conditions, opportunities and constraints.

Research of recent planning and policy initiatives was also conducted to ensure alignment with the broader strategic context. Public participation was then invited through meetings, surveys and submissions, to identify the community’s needs, aspirations and concerns.

Findings from the background research, network analysis and consultation phases were synthesised to establish parameters and strategic directions for future network development. This provided the basis for a revised Network Plan, supported by a works program, costs, priorities and design guidelines (refer to Figure 1).

In summary, the study process comprised five stages:

- Stage 1 – Project Inception and Direction Setting
- Stage 2 – Situational Analysis and Issues Identification
- Stage 3 – Stakeholder Consultation
- Stage 4 – Development of the Updated Network
- Stage 5 – Report Preparation and Project Finalisation

Finally, the scope of this study is intended to provide a strategic plan for the walk and cycle network – a starting point from which more in-depth investigations can be conducted by Council in future e.g. full scoping of proposed works, detailed design, construction plans, full cost estimates.
Study Process

STAGE 1 - Project Inception and Direction Setting
- Project Mobilisation
- Evaluate Previous Plans – Cairns City and Douglas Shire
- Literature Review
- Update Strategic Context

STAGE 2 – Situational Analysis and Issues Identification
- Review Existing Network Conditions
- Update Baseline Information (Demographics, Land Use Patterns, Travel Trends, Crash Data)
- Opportunities & Constraints

STAGE 3 – Stakeholder Consultation
- Stakeholder Consultation Program
- Needs Identification (Problem Areas, Infrastructure Needs, Other Requirements)
- Synthesis of Stakeholder Feedback

STAGE 4 – Development of the Updated Network
- Preliminary Walk & Cycle Network – Route Testing & Refinement
- Update Design Guidelines
- Network Implementation Plan
- Supporting Actions

STAGE 5 – Report Preparation and Project Finalisation
- Draft Cycling & Walking Strategy Report
- Council and Community Review
- Project Finalisation
- Council Implementation

Consultation & Feedback

CONSULTATION - PHASE 1: Awareness Raising
- Stakeholder Scan
- Local media features – newspapers, websites, display at Cairns Show, bike shop posters
- Project briefing presentation to Cairns Regional Council
- Project email link and telephone hotline

CONSULTATION - PHASE 2: Needs Identification
- Meetings with CRC Councillors and Officers
- Meeting with CRC Bicycle & Pedestrian Focus Group
- Meeting with the Cairns Bicycle User Group (CBUG)
- Meeting with QHealth / Heart Foundation Walking Group Coordinator
- Community Workshops – Cairns and Mossman / Port Douglas
- Schools Questionnaire
- Community Questionnaire
- Public Submissions

CONSULTATION - PHASE 3: Public Display
- Public Display of Draft Strategy
- Community Feedback

Figure 1 – Strategy Review Process
2. **STRATEGIC CONTEXT**

2.1. **The Cairns Region Today**

2.1.1. **Study Area**

The Cairns Region today covers a total area of 4,135km² and extends 190 km from Bloomfield in the north, to Miriwinni in the south, with its eastern boundary is formed by the Coral Sea coastline abutting the Great Barrier Reef Marine Park.

It has a widely dispersed population of over 152,000 residents (as at June 2007). The main population centres are Miriwinni, Babinda, Bramston Beach, Gordonvale, Edmonton, the Cairns CBD, the Northern Beaches suburbs, Mossman, Port Douglas, and the beachside communities of Wonga, Newell and Cooya. The study area is shown in Figure 2.

2.1.2. **Population Snapshot**

The Cairns Region is at a pivotal stage in its growth and development. The urban area will retain its strong linear form. The FNQ Regional Plan 2009-2031 also supports more sustainable and accessible communities, through intensification of residential and employment activities within and around key centres, and transit oriented development.

Another 75,000 residents are expected to settle in the Region by 2031 - the greenfield area of Mount Peter¹, located between Edmonton and Gordonvale, will absorb much of this growth with an ultimate population capacity of up to 50,000 over a timeframe of 30+ years.

The Region also hosts a large tourist population with almost 2.2 million visitors to Tropical North Queensland for the year ended March 2009. Cairns remains the second most visited destination for international holiday-makers to Australia after Sydney, and is also home to a large number of international students who walk and cycle to inner city language schools and James Cook University (JCU) at Smithfield.

Other key characteristics of the Region’s demographic profile² are:

- ABS data shows the population experienced marginal growth between 2001 and 2006 increasing by almost 19,000 people at a rate of 3.0% p.a., outpacing the Queensland average of 2.4% p.a. Marginal population growth was evident in Douglas Shire during this period, increasing by about 500 persons.

¹ Note – Mount Peter is excluded from this study. Refer to Section 2.1.3.

² Refer to Appendix A for the full demographic analysis.
PIFU projections suggest the Region’s future population growth will be much stronger, making it one of Queensland’s fastest growing areas. By 2031, the Region is forecast to reach a total resident population of 223,000 at a rate of almost 2% pa (2006-2031), which is consistent with the State average (see Table 2.2).

Apart from the primary growth hotspot of Mount Peter, ongoing growth is likely in the Northern Beaches, Smithfield, Gordonvale and southern Mossman (see Figure 3).

Approximately 2,100 additional residents will settle in the former Douglas Shire by 2031.

The Region has a youthful age profile, with a median age of 35 and a high representation of young adults aged 25-44 (32%). Family household numbers have also increased, primarily in the Western Suburbs and Trinity SLA’s. The Region has a relatively low proportion of persons aged over 65 (8.7% in 2006).
The population profile will age over the next 20 years – the proportion of residents aged over 65 will more than double reaching almost 18% by 2031.

Chart 2.1 – Projected Age Profile for Cairns Region and Queensland (2006-2031, PIFU)

Critical challenges arising from demographic change will be:

- Each community is different – variations in age, gender, socio economic and mobility profiles will shape local needs for walking and cycling.
- It is presumed that high demand for walk and cycle facilities will be sustained, given the growth projections for the resident and visitor populations.
- The widely dispersed population across urban, coastal and rural settlements creates a demand for both inter-suburban and inter-community links.
- There is potential for increased car dependency arising from urban expansion.
- The rapidly growing Southern Corridor needs an effective walk and cycle system providing links within the area, and between it, the CBD and other district centres.
- Addressing network gaps for commuter cyclists between Smithfield and the CBD will also be essential, to service future population growth in the Northern Suburbs and integrate with the new CBD-Aeroglen Principal Cycle Route.
- Demand for recreation and tourism routes is being generated by the growing visitor market. In this way, the future walk and cycle network can become an important tourism asset. Enhanced walk/ cycle route legibility and interpretation will also be required for potential users (e.g. information, signage, maps).
- Demand for informal recreation and fitness opportunities such as walking and cycling will continue to rise, given the Region’s outdoor lifestyle, younger age profile, changing workforce trends, and interest in healthy living.
- Over time, new needs and expectations will emerge with an ageing population – for whom lower-impact exercise activities are very beneficial, particularly walking.
Figure 2 – Study Area
Figure 3 – Projected Population Growth by SLA (2006-31, PIFU)
2.1.3. Mount Peter Master Planned Area

Mount Peter is recognised by the *FNQ Regional Plan 2009-31* and the *CairnsPlan* as a priority urban growth area. Cairns Regional Council is currently conducting a master planning project for the Mount Peter Area, in partnership with the Queensland Government and landowners. Council has determined that Mount Peter is outside the scope of the ‘Cairns Cycling & Walking Strategy Review’.

Specific requirements for walk and cycle infrastructure within Mount Peter will be determined through Council’s master planning process.

Therefore, the primary consideration for the Strategy Review will be to achieve strong, direct, and high quality access between Mount Peter and the Region's broader walk and cycle network.

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*Figure 4 – Mount Peter Master Planned Area*

Source: Cairns Regional Council (2008)
2.2. Literature Review

This review will update and replace two previous walk and cycle strategies:

- Douglas Shire Bicycle Strategy Study (1999)

These are summarised below, together with a number of other plans and policies that help shape the strategic context for this study.

Significant themes to emerge from the literature review are the growing recognition of:

- ‘Active transport’ modes (such as walking and cycling) to community health, wellbeing and lifestyle.
- Planning and design for more ‘walkable’ and ‘cycleable’ communities as part of a strategy for sustainable urban growth.
- Benefits of project integration and agency collaboration in infrastructure delivery.

### 2.2.1. Previous Council Plans

**Cairns Pedestrian Movement & Cycle Travel Strategy (2004)**

The Cairns Pedestrian Movement & Cycle Travel Strategy (CPMCTS) was prepared in 2004, as a sub-strategy of the Cairns Transport Strategy.

It recommended an extensive city-wide network of off-road and on-road facilities, based on a 20 year implementation timeframe and a functional route hierarchy to define overall network structure, comprising Trunk, District, Neighbourhood, Esplanade and Strategic Investigation Routes.

Cairns City Council progressed with a large number of recommended projects since 2004 within its budget capacity.

**Douglas Shire Bicycle Strategy Study (1999)**

This plan was developed in 1999 to provide direction for the future development of bicycle facilities in Douglas Shire.

It presented a 10 year Priority Works Program for off-road and on-road facilities, to provide a safer and more attractive cycling environment for visitors and residents.

The recommended bicycle network comprised 26 routes, primarily servicing the communities of Mossman, Port Douglas and Craiglie.

Many of the local routes have been implemented since 1999. An outstanding action is the demand for inter-community links between:

- Mossman and Port Douglas.
- Mossman and Cooya Beach.
- Mossman and Newell Beach.
2.2.2. **Principal Cycle Network Plan for Far North Queensland, 2009**

**Project Overview**

The *Principal Cycle Network Plan for Far North Queensland* (PCNP-FNQ) is an initiative of the Department of Transport and Main Roads (TMR).

Draft network maps were released in 2008 – the final plan was released in December 2009.

The PCNP-FNQ is an important outcome of the *Queensland Cycle Strategy (2003)* which recommended development of principal cycle network plans for regional areas to increase cycling rates. To support its implementation, TMR adopted a policy of providing cycle facilities on state-controlled roads designated as ‘principal cycle routes’.

The PCNP-FNQ was prepared in consultation with communities and Councils of the Cairns Region, Cassowary Coast Region, Tablelands Region, Wujal Wujal Shire, and Yarrabah Shire. The Far North Queensland Regional Organisation of Councils, for which Cairns Regional Council is a member, provided formal endorsement of the PCNP-FNQ in May 2010.

**Proposed Network**

The PCNP identifies existing sections of the network and those that need to be constructed or upgraded (including State and Council controlled roads). It has a focus on higher order and arterial routes for cycling which connect major regional destinations. Local routes are generally not included.

TMR have identified two types of routes in the PCNP-FNQ

- **Principal Routes** – These cater for cycling trips within and between urban centres; and connect major residential areas, activity centres and key attractors through the region.

- **Iconic Recreation Routes** – These cater for longer distance cycle tourism through the region, highlighting both coastal and tableland opportunities. (It is understood that these routes will link to ‘iconic’ sites, and over time, the routes may become ‘iconic’ in their own right).

PCNP-FNQ route classifications were developed by TMR and this terminology will be retained for the purpose of Council’s strategy.
High Priority Routes

Proposed routes were prioritised to determine the most critical elements of the network. Under the PCNP-FNQ, highest priority routes identified in the Cairns Regional Council area are:

- Airport to Cairns CBD.
- Smithfield to Cairns CBD via Captain Cook Highway.
- Palm Cove to Smithfield via the beaches route.
- Port Douglas to Palm Cove (the Ellis Beach to Palm Cove link was considered the most important and possible first stage).
- Cairns CBD to Edmonton.
- Edmonton to Gordonvale.
- Port Douglas to Mossman.
- Redlynch to Cairns CBD.

Concept designs have been prepared for eight of the 15 highest priority links identified in FNQ, including three in the Cairns Region:3

- Mossman to Port Douglas (whole route).
- Ellis Beach to Palm Cove (first stage of the Palm Cove – Port Douglas route).
- Smithfield to Palm Cove (via the beaches – whole route).

Link concept plans provide a foundation to attract funds for cycle infrastructure projects.

Concept designs for a number of other high priority routes in the Cairns Region were not progressed as it was likely they will be addressed as part of other strategic projects, notably the Bruce Highway Upgrade, Cairns Transit Network and state road investigations.

Implementation Responsibilities

The PCNP is intended to facilitate cooperation between State Government and FNQ Councils to deliver a safe and connected principal cycle network. TMR will deliver improvements on state controlled roads in line with its current policy (Cycling On State Controlled Roads, 2004).

A funding model for contributions to local government for elements of the principal cycle network is being currently considered by TMR – a decision has not been made at the time of writing.

In the short term, it is envisaged that funding will be sought on a case by case basis through various funding mechanisms and opportunities, with a focus toward delivery of agreed regional

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3 These designs are subject to detailed investigations prior to progressing the route as a project for construction (TMR, October 2009).
high priority routes. TMR envisage that a funded delivery program suited to FNQ be pursued once strong and cooperative State-local government partnerships to deliver joint PCNP-FNQ projects in the short term have been established.

**Integration with the Local Cycle Network**

Cairns Regional Council was consulted during the preparation of the draft PCNP-FNQ. Council supports a local planning process that links with the regional framework. Council has not yet endorsed the PCNP-FNQ and has been waiting for release of the final plan.

### 2.2.3. Other Plans and Policies

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<td><strong>Overview</strong></td>
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<tr>
<td>The Australian Pedestrian Charter is an outcome of the first National Pedestrian Summit in September 1999. The Charter is a vision for walking as an alternative and regular mode of transport, and re-asserts the rights and freedoms of pedestrians. It is based on five principles:</td>
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<tr>
<td>1. Accessibility - Those creating public and private space or facilities must give priority to ‘walk in’ access which is attractive, safe, convenient and accessible for everyone.</td>
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<td>2. Sustainability and Environment - Walking is the most environmentally sustainable form of transport.</td>
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<td>3. Health and Wellbeing - A healthy community is a walking community.</td>
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<td>4. Safety and Personal Security - A safe environment for pedestrians should be one that stimulates and encourages walking.</td>
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<td>5. Equity - Walking is the only transport mode available to almost everybody at any time and without charge.</td>
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<td><strong>Overview</strong></td>
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<tr>
<td>The Australian National Cycling Strategy 2005-2010 was released following a comprehensive review of Australia Cycling 1999-2004. Its vision is ‘More cycling, to enhance the well-being of all Australians.’</td>
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<td>It provides a coordinating framework identifying responsibilities for government, community and industry stakeholders to encourage and facilitate increased cycling. The Strategy has six overarching priority areas:</td>
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<tr>
<td>• Priority 1 – Improved Coordination: Improve coordination of activities relevant to increased cycling in the appropriate portfolios of Australian, state, territory and local government.</td>
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<td>• Priority 2 – Integrated Planning: Include cycling as an essential component of integrated transport and land use planning in all spheres of government.</td>
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<td>• Priority 3 – Infrastructure &amp; Facilities: Create infrastructure and facilities that support increased cycling.</td>
</tr>
<tr>
<td>• Priority 4 – Road Safety: Enable and encourage safe cycling.</td>
</tr>
<tr>
<td>• Priority 5 – Cycling Support &amp; Promotion: Provide leadership and develop partnerships, to support and promote cycling in Australia.</td>
</tr>
</tbody>
</table>
- **Priority 6 – Increased Profession Capacity**: Develop the skills needed to undertake actions that will increase cycling.

**Implications for the Cairns Region**

The review process enables Cairns Regional Council to reassess and realign its local planning activities where necessary, guided by the National Cycling Strategy.

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### (B) **State**


<table>
<thead>
<tr>
<th>Overview</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Queensland Cycle Strategy (QCS) was released in 2003, with an aim to make cycling safe and convenient across the state, and encourage local governments, and communities, to support and respect cycling. The QCS also seeks to integrate cycling into government strategies, policies, standards and guidelines wherever possible, from the beginning of a project. It set a target of 8% of all trips by cycling in south-east Queensland by 2011, and to double cycling trips in the rest of the State by 2021.</td>
</tr>
</tbody>
</table>

**Implications for the Cairns Region**

Since its release in 2003, many QCS recommendations have been implemented or are being progressed by Cairns Regional Council, the State Government and others to raise the priority of cycling.

#### Action Plan for Walking 2008-2010

<table>
<thead>
<tr>
<th>Overview</th>
</tr>
</thead>
</table>
| Walking is supported by the State Government through the Action Plan for Walking 2008-2010, which was prepared by Queensland Transport and the State Pedestrian Committee. The Action Plan provides strategic direction for increasing levels of walking across Queensland for transport, health and social reasons. It seeks to achieve this by promoting pleasant walking environments, creating comfortable and attractive facilities, and practical routes for pedestrians. The Action Plan contains specific ‘action areas’ based on the eight main principles of the International Charter for Walking (Walk21). These are:  

1. A culture of walking.  
2. Increased inclusive mobility.  
3. Well designed and managed spaces and places for people.  
5. Supportive land use and spatial planning.  
6. Reduced road danger.  
7. Increased security and safety.  
8. More supportive authorities. |

**Implications for the Cairns Region**

The Strategy Review is a good opportunity to improve the level of service for pedestrians through Council and State initiatives (planning, urban design, road safety, maintenance, health, sport and recreation etc). The State Action Plan also encourages government to improve their coordination of activities, and achieve more complimentary policies and outcomes for walking.
### Overview

This report produced by the Queensland Public Health Forum, provides a framework for coordinated action by the health sector and other agencies to improve health outcomes by increasing physical activity levels of the Queensland population, by integrating them into everyday life. A key action is the redesign of existing communities with a focus on walkability, cycleability and active living.

#### Implications for the Cairns Region

'Be Active Queensland' demonstrates that walking and cycling have a critical role to play in public health and fitness. Walking in particular is often the 'first step' for people to become more physically active.

Benefits for community health and fitness should be a key driver of walk and cycle network planning, infrastructure delivery and promotion.

### Supportive Environments for Physical Activity and Healthy Eating (SEPAHE) (Draft, August 2008)

**Overview**

Developed by the Heart Foundation and Queensland Health, this study provides a guide for local government to create environments supportive of physical activity and better nutrition. The Draft SEPAHE presents a range of measures available to local government, including:

- Corporate and Operational Plans.
- Local Laws (e.g. to address matters that inhibit or promote physical activity).
- Desired Environmental Outcomes (DEO’s) in Planning Schemes that describe Council's intent in this area.
- Planning Scheme codes and policies.
- Priority Infrastructure Plans (e.g. for parks and active transport).
- Independent actions of Council (e.g. specific programs).

#### Implications for the Cairns Region

SEPAHE suggest Planning Scheme tools to create more supportive environments for active and healthy living, for example:

1. **(a) Pedestrian and Cycling Facilities Code:** Purpose is to provide a movement network that:
   - Has a highly-interconnected street network that provides for walking and cycling;
   - Establishes good internal and external access for community by walking and cycling; and
   - Encourages walking and cycling, and supports public transport.

2. **(b) Bike Parking Code:** Purpose is to ensure new developments provide appropriate end-of-trip facilities for cyclists and pedestrians.

3. **(c) Neighbourhood Planning - Active Communities Checklist:** Checklist can be used to assist Council officers and developers to ensure new developments facilitate physical activity. Core checklist items include population density, street connectivity, mixed land use, street design, streetscape, public transit system, parklands and trails, and safe community features.

The Cairns Plan addresses some of these cycle/pedestrian facilities and end-of-trip requirements — the ‘Active Communities Checklist’ should also be considered in future planning scheme reviews.

### Department of Main Roads Policy – Cycling on State Controlled Roads (2004)

**Overview**

This Policy states that along priority cycling routes (as defined by Principal Cycle Network Plans), the TMR will positively provide for cyclists in road upgrade projects – if Main Roads cannot do this within a corridor, it must negotiate with local government for a suitable solution and fund it fully (100%). On other routes, TMR will seek to make state controlled routes cycle-friendly by incorporating provisions in traffic operations, road-upgrades and maintenance projects.

‘Positive’ provision for cyclists includes: marked bicycle lanes, bicycle or shared paths, or other suitable facilities.

‘Cycle-friendly’ provision involves road design that facilitates easier and safer for cyclists to use a particular section of road.
Implications for the Cairns Region

Main Roads continues to implement this important policy at the local level, supported by the PCNP-FNQ. In future, provision for cycling on State Controlled Roads (SCRs) will deliver critical sections of the Region’s cycle network infrastructure. SCR’s in the Cairns Region are:

- Northern Areas – Captain Cook Highway, Kennedy Highway, Cairns Western Arterial Road (Brinsmead-Kamerunga Road) and Stratford Connection Road
- Inner City – Mulgrave Road, Sheridan Street, Ray Jones Drive, McCoombe/Alfred/Pease Streets, Reservoir Road and Anderson Street.
- Southern Area – Bruce Highway and Gilles Highway.
- Former Douglas Shire – Macrossan Street, Davidson Street, Port Douglas Road, Captain Cook Highway, Alchera Drive, Foxton Avenue and Mossman Daintree Road.

Recent initiatives by Main Roads are discussed further in Section 3.

(c) REGIONAL

**FAR NORTH QUEENSLAND REGIONAL PLAN 2009-2031**

Overview

The Far North Queensland Regional Plan 2009-2031 was released in February 2009, and is the regional blueprint for planning and development in FNQ over the next two decades, coinciding with projected population growth by more than 100,000.

It identifies enough developable land to accommodate future growth while protecting the region’s environment, biodiversity and natural resources.

Urban development will be consolidated within an urban footprint – the Cairns Region will accommodate about 75% of FNQ’s projected population growth, primarily within the Southern Corridor (Mount Peter) and the Northern Beaches around Smithfield.

Implications for the Cairns Region

The Regional Plan recognises the adverse impacts of urban sprawl on the community, such as the need to travel longer distances and greater reliance on individual car trips.

The Regional Plan supports measures to ensure more sustainable urban growth and reduce car dependency in the Cairns Region through:

- Planning for, and promotion of, increased walking and cycling;
- Transit oriented communities linked by a rapid transit public transit network; and
- Residential intensification around major regional activity centres.

Implications of the future population growth and land use pattern are considered further in Section 5.

**FAR NORTH QUEENSLAND INFRASTRUCTURE PLAN 2009-2031**

Overview

The Far North Queensland Infrastructure Plan 2009–2031 identifies major infrastructure projects needed to support the region’s growth, as articulated in the FNQ Regional Plan.

This includes road, rail, public transport, water, energy, social, and community infrastructure.

Implications for the Cairns Region

Regional projects of particular significance to the local walk and cycle network will be:

- Principal Cycle Route – Cairns CBD to Aeroglen
Cairns Regional Council

Overview
Cairns Regional Council’s Corporate Plan is the overarching strategy guiding Council’s activities for the period 2009-2014. The Plan’s overall vision demonstrates a strong commitment to sustainable growth, community well-being and protecting the Region’s unique tropical character:

“... the Region is thriving and is inspirational in the way it balances economic development, environmental management and social well-being.”

The Corporate Plan provides clear direction for Council by outlining six target areas, underpinned by specific objectives, projects, services and actions:

- **Goal 1** – Caring for the Environment
- **Goal 2** – Building Vibrant Communities
- **Goal 3** – Delivering Integrated Planning
- **Goal 4** – Delivering Services and Infrastructure
- **Goal 5** – Creating a Prosperous Region
- **Goal 6** – Striving for Organisational Excellence

Implications for the Updated Cycling & Walking Strategy

Goals 3 and 4 are particularly relevant to this study. Goal 3 seeks to achieve an integrated planning approach to infrastructure provision in the Region – opportunities for walk and cycle network integration with other projects (Council and State) will be key objective of the Strategy Review, to deliver more coordination and cost efficiencies.

Goal 4 specifically targets the need to deliver a transport network, including paths and bikeways, that better matches service level expectations and future growth. It also seeks to deliver effective long-term maintenance and renewal of existing infrastructure and community assets.

Another critical message of the Corporate Plan is Council’s vision to minimise our impact on the environment. In this regard, forward planning for non-motorised modes of travel is highly desirable.

Cairns Plan & Douglas Shire Planning Scheme

Overview

The consolidated CairnsPlan (2009) and Douglas Shire Planning Scheme (Amended March 2008) establish Council’s future planning intentions for development of the Cairns City and Douglas Shire local government areas (pre-amalgamation).

The existing Planning Schemes of both former Councils will remain in use until they can be merged together.

Implications for the Updated Cycling & Walking Strategy

It will be necessary to coordinate walk and cycle infrastructure provision with the future growth pattern, and within Council’s statutory framework.

Outcomes of the Strategy Review will also be used by Council to inform its Priority Infrastructure Plan.
# Cairns City Transport Network Plan (2005)

## Overview

The Transport Network Plan (TNP) for Cairns City was prepared in 2005. The TNP gives direction for the provision and funding of trunk transport infrastructure for the former Cairns City area, including:

- Higher order road network;
- Pedestrian and cycle facilities;
- Public transport routes and facilities; and
- Inter-suburban connectivity.

The TNP identifies the key infrastructure necessary to achieve the desired standards of service and transport outcomes at a total estimated cost of $367 million, supported by an implementation and funding strategy. The TNP is to form part of Council’s Priority Infrastructure Plan.

## Implications for the Updated Cycling & Walking Strategy

It is highly desirable for walking and cycling infrastructure to be concurrently developed, where possible, with implementation of Council’s TNP and annual road works program.

Section 5 assesses strategic opportunities for walk and cycle integration with the future road network (Local and State).
3. **Creating a Pedestrian and Bicycle Friendly Region – Existing Situation**

3.1. **Major Achievements**

Guided by the CPMCTS (2004) and Douglas Shire Bicycle Strategy (1999), steady progress has been made towards construction of the walk and cycle network. A range of other important initiatives led by Council and others have also positively promoted walking and cycling in the Region. Major achievements include:

**Walk and Cycle Network**

- The Region's walk and cycle network now covers a total distance of approximately 500km, comprising off-road paths (450 km) and on-road bikeways (50 km).
- Work carried out over the last decade has reinforced the presence of pedestrians and cyclists within the overall transport system.
- Local and State strategies reflect the commitment of Council and the State to include walk and cycle infrastructure in their land use and road planning activities.

**Policy Framework**

- Consistent policy and practice is now delivered through the Planning Scheme, with amendments addressing provisions for cyclists and pedestrians. This particularly important for new subdivision areas, affording Council with a mechanism to condition development to provide off-road and on-road facilities.
- The FNQROC Development Manual provides design guidelines and standards, which comply with appropriate Australian Standards.
- Path and bikeway infrastructure is to be considered in the preparation of Council's Priority Infrastructure Plan and Infrastructure Charging Schedules.
Cairns Region Cycling and Pedestrian Focus Group

- Council established the Cycling and Pedestrian Focus Group in 2006. Meetings are held quarterly and the role of the group is to:
  - Facilitate ongoing network planning;
  - Coordinate actions with regional and state level activities;
  - Represent and monitor community needs; and
  - Develop future initiatives.

- The Focus Group has representation from:
  - Cairns Regional Council officers;
  - Department of Transport and Main Roads;
  - Queensland Health – Tropical Population Health Unit;
  - Queensland Police Service;
  - Education Queensland; and
  - Community walking and cycling groups.

- The Focus Group provides direct feedback on major works/ projects, comments on proposed strategic plans and enables a forum for discussion of important cycling and pedestrian related matters.

- There are a number of other ‘champions’ within Council, State Government and the community who continue to promote and drive the process of walk and cycle network development.

State Government

- Network improvements undertaken by TMR in the Cairns Region are guided by their policy 'Cycling of State Controlled Roads' (2004) and the PCNP-FNQ (2009).

- Recent initiatives implemented by TMR include:
  - Green bike lane treatment at major intersections and other problem locations e.g. conflict points, multiple accident locations, roundabouts
- Ongoing roll-out of on-road bike lanes on state controlled roads.
- Installation of on-road hook turn storage boxes to help cyclists perform a hook turn manoeuvre at major multi-lane intersections in the Cairns CBD e.g. Mulgrave Road/ Severin Street.
- Reduced speed zones approaching Northern Beaches roundabouts on the Captain Cook Highway.
- Trialling ‘jug handle’ treatment at the Machans Beach roundabout – paths separated from traffic enable cyclists to navigate through the roundabout more safely.
- Local ‘share the road’ campaign – work in progress.
- TMR also continues to coordinate provision of bicycle facilities with other road projects.

End of Trip Facilities

- Bicycle parking facilities are deployed at strategic locations around the Cairns CBD.
- Council’s planning scheme was amended to set out requirements for end of trip facilities for cyclists, within new developments and at other appropriate locations. This includes provisions for facilities such as bicycle parking, showers and change room facilities.

Information and Community Feedback

- Council developed a ‘Cycling and Walking Guide’ in 2005, showing the location of existing infrastructure throughout Cairns City. It is available in hard copy and online through Council’s website. Council plans to update the guide.
- Procedures have been developed for pedestrians and cyclists to report safety or security concerns about the network through Council’s ‘Resident Response System’.
Other Initiatives

- Council has appointed an Access & Equity Officer to ensure universal access is integrated in Council projects and services, including new and upgraded walk and cycle facilities.

- The Queensland Police Service launched its Bike Squad in March 2009, recognising the effectiveness of bicycles in policing the Cairns CBD and inner city suburbs.

- Trinity Beach State School launched a ‘Bike Bus’ program in 2008 to encourage active transport amongst its students and improve safety. ‘Bike bus’ refers to students who cycle to school in a group, with adult supervisors. The bike bus follows a set route via the Captain Cook Highway and timetable so it can pick up ‘passengers’ along the way from bus stops on-route. Up to 70 students participate in the program. The success of the Trinity Beach Bike Bus program is being used as a model for roll-out to other schools in the Cairns Region.

- Based on a similar concept, a new ‘Walking Bus’ program has commenced at Our Lady Help of Christians School (Earlville) in 2009 and has about 20 participants.
Major Projects Underway

Cairns Regional Council is currently planning two major projects that will make a significant contribution to the walk and cycle network. These are:

Cairns CBD to Aeroglen Bikeway

- $6.1M dedicated bikeway connecting Aeroglen to the CBD.
- This is a joint initiative of the Queensland Government and Cairns Regional Council, and is the first project to be delivered under the PCNP-FNQ.
- The 6.5km bikeway will be a 4m wide (where possible), two-way on-road facility with raised median to separate cyclists from road traffic and improve safety – this treatment is often referred to as a ‘Copenhagen-style’ bicycle lane.
- Construction is likely to commence in 2009 with completion expected by late 2011.
- Extensive investigations were carried out on all possible routes to get from Aeroglen to the CBD. Results have led Council to determine that the Esplanade is the best route (via Lake Street to Aeroglen Drive, linking with the Captain Cook Highway at the general aviation intersection4).
- The proposed route is shown overleaf.

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4 Cairns Regional Council (September 2009).
Complementing the Cairns CBD to Aeroglen Bikeway, is the CBD recreational circuit along Lily Creek.

This $900,000 off-road facility for walking and cycling will provide an alternative to the Esplanade for day use.

This Council project will be funded with assistance from the Queensland Department of Communities – Sport & Recreation Services.

This off-road route will comprise paths and signage to form a continuous circuit from the Lagoon area to Cairns’ iconic regional attractions such as the Esplanade Foreshore, Botanic Gardens, the Cairns Central Swamp and Lily Creek.

The project has a particular focus on opportunities for recreation and active living, targeting residents and tourists, and on improved safety.

Construction is scheduled for completion in 2010.

The proposed route is shown in the diagram above.

In conclusion, conditions for pedestrians and cyclists in the Cairns Region have improved significantly over the last decade. The challenge now is to attract even more people to walk and cycle more often, and to walk and cycle rather than drive.
3.2. **Analysis of Existing Walk and Cycle Infrastructure**

This section presents a high level assessment of the Region’s existing walk and cycle infrastructure, based on a review of asset mapping, aerial photography and site observations.

### 3.2.1. Off-Road Facilities

**Coverage**

The Region’s existing off-road facilities can be grouped into three categories:

1. **Footpath**
   
   *Typically older style paths in established communities, approximately 1-1.5m wide, primarily used by pedestrians.*

   *(Example - Cannon St, Gordonvale)*

2. **Shared Path**

   *Typically wider paths intended for the shared use of pedestrians and cyclists. Common in emerging communities and on major routes.*

   *(Example – Argentea Blvd, Palm Cove)*

3. **Other Specialised Paths**

   *A mix of other specialised path treatments has been used in the Cairns Esplanade precinct, ranging from boardwalks, to exclusive paths and shared paths.*

   *(Example – Cairns Esplanade)*

The existing coverage of off-road facilities is shown in Appendix B, based on Council’s pathway audit (2008).
As a measure of network coverage, a comparison of existing off-road path length against the existing road network has been undertaken. This yields the following results:

- Total path length (all categories): 455km
- Total road length within urban footprint (including SCR’s)*: 998km
- Ratio of path length to road length: 46%

* Excludes rural roads.

The total length of paths includes those facilities situated on both sides of the carriageway and paths located elsewhere (i.e. not within the road reserve).

The portion of roads with off-road paths has been determined as follows:

- Total road length with off-road path/s: 293km
- Total road length within urban footprint (including SCR’s)*: 998km
- Portion of roads with off-road path/s: 29%

* Excludes rural roads.

Importantly, path implementation is occurring all over the Cairns Region with the development process, in accordance with Council’s Planning Schemes.

**Network Observations – Off-Road Facilities**

**Cairns CBD and Cairns North**
- The majority of paths are located within the road verge.
- Condition and connectivity is typically of good quality. A high standard of provision has been established in and around major CBD activity precincts.
- A mix of path and boardwalk treatments within the Cairns Esplanade precinct to create a high quality pedestrian and cycling environment.

**Cairns Inner Suburbs**
- Fragmentation of path network evident in the inner, more established suburbs.
- On Council’s road network, paths are generally located on Sub-Arterial Roads with reduced coverage provided along Major Collector Roads, Collector Roads and Access Streets.
- Paths are located on one or both sides of most State Controlled Roads. Connectivity along the SCR network is generally satisfactory although some gaps exist e.g. Alfred. McCoombe, Anderson Streets.
- Off-road paths, and often wider shared paths, are located in the vicinity of most schools.

**Redlynch and Surrounds**
- Shared paths exist along sections of the Cairns Western Arterial Road between the inner suburbs and Redlynch.
- In Redlynch, northern subdivision areas have relatively good coverage, however major missing links exist on Redlynch Intake Road in the vicinity of Larsen Road and Jungara Drive. Local walking, cycling and equestrian activity creates demands for both recreational paths and trail opportunities e.g. Freshwater Creek.
- A connection between Brinsmead and Freshwater along Brinsmead Road does not exist due to constrained landscape.
- Significant path gaps exist along Stratford Connection Road.

### Southern Corridor

- Paths are located within the Bruce Highway corridor to service adjacent residential areas, integrated with underpasses and at-grade controlled crossing points for east-west movement across the corridor. Critical gaps in the highway path system are:
  - Forest Gardens – Woree.
  - Short sections in the vicinity of Petersen, Mill and Supply Roads.
- Within the local road network paths are located on most of the Sub-Arterial Roads, with moderate coverage on Major Collector Roads, Collector Roads and Access Streets. Good north-south continuity exists between suburbs, although not via the shortest possible route.
- More recent subdivisions demonstrate a circuitous road and path systems, resulting in less direct trips for pedestrians and cyclists.
- There is some evidence of path integration with the open space system.
- Path connectivity in White Rock and Edmonton is fragmented.

### Gordonvale and Surrounds

- No off-road facilities exist between Edmonton and Gordonvale, or to surrounding villages.
- Paths are focused on the town centre, schools and sporting precinct fronting Sheppards Street.
- Riverstone Road lacks a good path connection between east and west.
- On the western side of the Bruce Highway, path implementation is occurring with development, thus a piecemeal system exists at present.
- South of Gordonvale, local path connections have been established in Babinda and Miriwinni, servicing ‘main street’ and school areas.

### Smithfield and Northern Beaches

- Shared paths extend along the Captain Cook Highway between the Smithfield and Palm Cove. Occasional gaps, no longer than 300m, exist along this section.
- No highway paths exist between Smithfield and Cairns North.
- Path coverage in the Northern Beaches is typically focussed on entry roads and around schools. In some locations on-road kerbside lanes function as ‘shared paths’ in lieu of an off-road facility e.g. Endeavour Road, Clifton Beach. Mixed standards of provision exist in esplanade precincts.
- In Smithfield, paths are concentrated around the community focal points i.e. Marlin Coast Sports Complex/Smithfield SHS/Campus Village precinct (eastern side), and Smithfield Shopping Centre (western side). There is limited permeability of residential areas on the western side of the highway.

### Mossman, Port Douglas and Surrounds

- Well-developed path networks exist in Port Douglas and Mossman, providing good connectivity to local destinations.
- Port Douglas does not have an off-road path along the esplanade near Four Mile Beach.
- No off-road provision is made between:
  - Mossman and Mossman Gorge (wided road shoulder designated for shared cycle/ pedestrian use).
  - Mossman, Port Douglas and the surrounding beach communities.
- Some isolated path infrastructure exists in Wonga Beach, Cow Bay and Cape Tribulation.
3.2.2. **On-Road Facilities**

**Coverage**

The location of on-road bikeways\(^6\) is illustrated in Appendix B\(^7\). Using the measure of network coverage relative to road length, yields the following results:

- Total length of roads with visible marked bicycle lanes or symbols: 53km
- Total length of roads within urban footprint (including SCR’s)*: 998km
- Portion of bicycle lane length to total road length: 5.3%

* Excludes rural roads.

Furthermore, the on-road coverage assessment has been made, relative to networks recommended by previous plans for Cairns City (2004) and Douglas Shire (1999):

- Total length of on-road bikeway recommended by previous plans:
  - Including strategic investigation corridors: 523km
  - Excluding strategic investigation corridors: 314km
- Portion of roads from previous plans with on-road bikeways:
  - Including strategic investigation corridors: 10%
  - Excluding strategic investigation corridors: 17%

**Network Observations – On-Road Facilities**

- Standards of on-road provision vary widely across the Cairns Region, with some good quality facilities evident in the CBD and residential areas (Photos 1 and 2).
- Whilst not a formal facility, many roads in urban areas have widened shoulders which provide sufficient room for kerbside cycling.
- A number of Copenhagen Style Lanes exist in Northern Beaches communities, providing shared on-road facility for cyclists and pedestrians separated from vehicular traffic (Photo 3).
- A number of highly visible and connective on-road bikeways have recently been provided along State Controlled Roads, notably Mulgrave Road which utilise both green paint and ‘Copenhagen-style’ bike lane treatments.
- A number of on-road facilities are requiring or nearing renewal due to:
  - Faded line marking or pavement symbols e.g. Photo 4 and 5.
  - Lack of defined bike line marking on wide roads, which may introduce ambiguity for cyclists and drivers.

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\(^6\) Refers to ‘marked’ on-road facilities, including bike lanes and other variations designated with line marking and/ or symbols, which may or may not comply with Austroads guidelines or require upgrade/ renewal. It excludes widened road shoulders and facilities with no designation.

\(^7\) Current records of on-road bikeways are not held by Council or TMR, therefore, estimates of on-road coverage are indicative only, based on aerial photography and site observations, and should be verified by a full facilities audit (beyond scope of this study).

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Doc # 2769338
- Some inconsistency between design treatments (Local and State roads).
- Intermittent on-road bikeways caused by road shoulder deterioration, reduced widths or pinch points (Photo 6).
- Absence of signage/pavement markings designating start and end of on-road facilities.
- Other road carriageway constraints on one or both sides.
- Intrusion of LATM devices or landscaped islands into bike lane.
- Lack of bike lane continuity lines through intersections bike, giving priority to vehicles.

Advisory treatments, including 'Bicycle Awareness Zones' (BAZ), typically marked by yellow bicycle symbols in lower use situations, have not been widely implemented by Council.
## 4. Walking and Cycling Activity

### 4.1. Who are the Network Users?

It is necessary to understand how the walk and cycle network is used, to more effectively provide for user groups of all ages and skill levels. Site observations and community feedback suggest there are seven broad user groups in the Cairns Region:

<table>
<thead>
<tr>
<th>User Group</th>
<th>Typical Characteristics and Needs</th>
<th>Examples (Indicative Only)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>School Children</strong></td>
<td>▪ Young pedestrians and cyclists of varying ages and skill levels.</td>
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<td></td>
<td>▪ Typically an unsupervised and vulnerable group.</td>
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<td></td>
<td>▪ Preference for off-road paths separated from traffic, quiet local streets and low traffic volumes.</td>
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<tr>
<td></td>
<td>▪ An emphasis on safe routes to school from surrounding residential catchments, safe road crossings, and access to major parks/recreation areas.</td>
<td></td>
</tr>
<tr>
<td><strong>Commuters and Utility Users</strong></td>
<td>▪ Commuter cyclists prefer direct and efficient on-road routes with smooth surfaces, good alignment and minimal delays, providing access to employment nodes, key centres and JCU/colleges. Often ride on main roads, have higher skill levels and require end of trip facilities e.g. secure bicycle parking, showers, change rooms.</td>
<td><img src="image1.png" alt="Commuter cyclist image" /> <img src="image2.png" alt="Commuter pedestrian image" /> <img src="image3.png" alt="Utility cyclist and pedestrian image" /></td>
</tr>
<tr>
<td></td>
<td>▪ Commuter pedestrians tend to travel much shorter distances to the same destinations using off-road paths.</td>
<td></td>
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<tr>
<td></td>
<td>▪ Utility cyclists and pedestrians use the network for trips to shops, public transport nodes and community facilities. Preference is for lower stress routes over shorter distances, using off-road paths and cycling on-road via quiet local streets.</td>
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</tr>
<tr>
<td><strong>Recreational Users</strong></td>
<td>▪ Walking, jogging, cycling and dog exercise as a source of recreation and fitness, with use peaking at weekends, early morning and late afternoon/early evening.</td>
<td><img src="image4.png" alt="Walking and cycling image" /></td>
</tr>
<tr>
<td></td>
<td>▪ Flat to moderate grades desirable with emphasis on support facilities along major routes e.g. path lighting, drinking water, rest stops, seating.</td>
<td><img src="image5.png" alt="Circuit and loop image" /></td>
</tr>
<tr>
<td></td>
<td>▪ Preference for off-road paths with good scenic amenity and linked to recreational destinations/settings.</td>
<td><img src="image6.png" alt="Circuit and loop image" /></td>
</tr>
<tr>
<td></td>
<td>▪ Circuits/loops popular in residential neighbourhoods via the local street network.</td>
<td><img src="image7.png" alt="Circuit and loop image" /></td>
</tr>
<tr>
<td></td>
<td>▪ Increasing numbers of people are part of an organised walk or cycle group.</td>
<td><img src="image8.png" alt="Circuit and loop image" /></td>
</tr>
<tr>
<td>User Group</td>
<td>Typical Characteristics and Needs</td>
<td>Examples (Indicative Only)</td>
</tr>
<tr>
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</tr>
</tbody>
</table>
| **Tourists and International Students** | - For the Cairns Region, there are high numbers of cyclists and pedestrians in this group, particularly in the CBD, Northern Beaches and Port Douglas.  
- Tourists desire scenic, convenient and low use routes linking to points of interest, tourist attractions, accommodation, nature and adventure-based destinations and English language schools.  
- Typically prefer off-road paths, however use of on-road bikeways and kerbside shoulders also common.  
- Emphasis on connectivity, signage/wayfinding and safety, to improve network legibility and minimise ‘at risk’ behaviour e.g. cycling contra-flow to traffic on roads. | ![Image](image1) ![Image](image2) ![Image](image3) |
| **Sports Groups**            | - Road bike racers and triathletes have been a major user group in the Cairns Region for many decades.  
- Sport cyclists prefer high speed on-road facilities with diversity in topography, distance, endurance and circuit ride opportunities. Generally incompatible with lower speed groups.  
- Road bike racers and triathletes use all elements of road network, from highways to local streets. | ![Image](image4) ![Image](image5) ![Image](image6) |
| **Elderly and Disabled Persons** | - Primarily pedestrians using off-road paths for pleasure and fitness over relatively short distances and/or close to home.  
- Require good access to pleasant recreational circuits and community destinations e.g. shops, medical facilities, public transport nodes.  
- Paths at acceptable grades and widths, good surface quality, safe crossing points and support facilities e.g. rest stops, shaded seating.  
- Special mobility provisions, notably wide sealed paths with flat grades and firm, consistent surface, free of steps and obstructions, lipless kerbs and ramps, good lines of sight, tactile paving, audible warnings at crossings and hand rails.  
- Increasing use of wheelchairs and mobility scooters likely as the population ages. | ![Image](image7) ![Image](image8) ![Image](image9) |
| **Other Wheeled Devices**    | - Local paths will be used by a range of other non-motorised modes, including parents with prams and wheeled recreation devices e.g. roller blades, skateboards, scooters.  
- Preference for off-road paths.  
- Sufficiently wide paths for safe shared use by different groups.  
- Mix of trip purposes and skill levels. | ![Image](image10) ![Image](image11) ![Image](image12) |
4.2. Where are they Going?

As noted in the CPMCTS (2004), the primary generators and attractors of walking and cycling activity in the Region are:

- Residential areas;
- Cairns CBD and major activity centres;
- Cairns Esplanade and lagoon precinct;
- Employment areas;
- Major shopping centres and precincts;
- Tourist attractions;
- Popular parks, beaches/foreshores, sport and recreation venues;
- Schools;
- James Cook University, TAFE campus and English language schools;
- Community centres and services; and
- Major public transport stations/terminals.

Feedback from Council officers and the community, together with field observations and desktop research, suggests that key trip nodes have remained largely unchanged since 2004. The main changes of significance to the walk and cycle network are:

- Residential development has progressed in the fast growing Southern Corridor and Northern Beaches communities, increasing demands for links to local destinations and nearby activity centres.
- Consolidation of tourist and commercial facilities around the Cairns Esplanade precinct.
- Major upgrades to the Tanks and Botanic Gardens precinct in Edge Hill, including new paths and bike lanes.
- Development of Isabella State School in Edmonton.

Better network integration with popular nature-based recreation and tourism attractions is an emerging need, including links to major trail heads for bushwalking and mountain biking.

Major Activity Centres will continue to be the primary anchor points of the walk and cycle network. Under the FNQ Regional Plan 2009-2031, the Centres hierarchy comprises:

- Principal Regional Activity Centre - Cairns CBD.
- Major Regional Activity Centres - Smithfield, Edmonton, Earlville.
- District Regional Activity Centres - Mossman, Port Douglas, Clifton Beach, Redlynch, Mount Sheridan, Manunda, Westcourt, Gordonvale.

The distribution of trip generators and attractors is shown in Appendix B.
4.3. **Trip Purposes**

**Existing Data Collection**

There is limited data available on travel patterns and behaviour in the Cairns Region. Regular counting of walk and cycle trips is important for Local and State Governments to more effectively monitor and provide for pedestrians and cyclists.

Cyclists and pedestrians can be surveyed either manually or automatically, depending on the complexity of the survey. For example, standard mid-block sections can be surveyed by automatic counter loggers (either tubes for cyclists or sensors for pedestrians). Turn movements and other survey techniques may require manual collection, thus are typically more expensive on a per day basis. A full range of survey options available to Council is provided on Austraffic’s website.

Opportunities also exist to capture count information as part of other projects undertaken by Council and the State e.g. development applications, traffic studies.

**ABS Journey to Work**

ABS Census data provides a snapshot of the modal split for trips to work, however, this does not provide insight into other walking and cycling trips made for purposes such as education, recreation, shopping and tourism.

Clearly non-work travel is an essential consideration for planning the Region’s walk and cycle network, particularly when considering a Queensland Transport survey (July 2008) which found the top three reasons for cycling in Queensland to be:

- Exercise or training (78%);
- Cycling for social or recreational reasons (48%); and
- Work-related journey (15%).

**4.3.1. Walking and Cycling to Work**

A comparison of Journey to Work (JTW) data from the 2001 and 2006 Census shows that:

- There was a marginal shift away from walking and cycling to work in the Region between 2001 and 2006.
- Rates of JTW by bike in the Cairns Region continue to outpace State averages.

---

The Region’s decline in bicycle and pedestrian commuting is a surprising outcome, given the increase in network coverage since the 2001 Census, together with solid population growth.

Chart 4.1 – Modal Share Comparison: 2001 and 2006 (ABS, Single Mode Trips)

An analysis of JTW trends at the local level highlights the following trends:

- Over half of the SLA’s recorded a decline in JTW by walking and cycling.
- City and Trinity showed positive growth in both modes.
- Residents in Douglas Shire and inner suburbs were more likely to walk or cycle to work.
- Despite Douglas Shire’s high modal share for work trips, it recorded a decline in both walking and cycling between 2001 and 2006.

Table 4.1 - JTW Comparison by Statistical Local Area: 2001 and 2006 (ABS, Single Mode Trips)
The Region’s evolving urban form is a critical underlying factor that influences levels of walking and cycling activity. Between 2001 and 2006, population growth was focussed on the mid-outer SLA’s, notably Trinity (+14.5%), Barron (+13.5%) and Western Suburbs (+10.5%) i.e. >5km from the CBD. There was substantially greater population growth in these SLA’s, when compared to the City and inner suburbs.

The Cairns Region has a great opportunity to encourage active transport modes, however more attention to funding is required if the Region is to maintain high rates and keep pace with the growing active transport participation in other parts of the State. This will be important in urban fringe areas experiencing high population growth – community feedback suggests that distance is a disincentive for bicycle commuting, compounded by safety concerns when riding on highways and major roads to access the CBD and employment centres.

4.3.2. Walking and Cycling for Recreation and Sport

A key trend emerging nationally is the growing awareness of the health benefits related to physical activity. Consequently, government and developers have a critical role in helping people to lead active and healthy lifestyles, through:

- Neighbourhood design which makes it easy, safe and appealing to walk and cycle;
- Location of services close to where people live or work; and
- Provision of parkland, sport and recreation facilities.

Annual surveys conducted by the ABS confirm that walking, cycling and running consistently rate as three of the most popular recreational activities for Queenslanders. This generates demands for places to walk and ride which are safe, aesthetically pleasing, easily accessible and well connected to community focal points.
Although not captured by official travel statistics, the Cairns Region has a very large number of residents and visitors who enjoy walking and cycling for fun, fitness and tourism.

A competitive sports cycling and triathlon community is active in the Cairns Region with local clubs conducting regular training rides, events and competitions. The number of organised walking groups has also increased in recent years, supported by the Heart Foundation’s Walking Program (formerly ‘Just Walk It’). Longer distance bicycle touring also continues to be a popular way of travelling through the Region.

In conclusion:

- People are making more trips generated by population and tourism growth.
- Non-work travel for cyclists and pedestrians is currently high and expected to increase.
- With urban expansion, people are travelling longer distances and using cars for a higher proportion of trips.
4.4. Walking and Cycling Accidents

4.4.1. Total Crashes

Crash statistics were extracted from TMR records for the five years from 2003 to 2007. During this period, there were 359 crashes involving cyclists in the Cairns Region, and 198 crashes involving pedestrians. This number only represents collisions that were reported to the Queensland Police. It is widely acknowledged that there is a high level of under-reporting of accidents involving cyclists and pedestrians.

Chart 4.2 compares crash rates reported in the CPMCTS (1998-2002) with recent data (2003-2007). This shows that bicycle crashes have trended upwards since 1998, whilst the average rate of pedestrian crashes has remained stable.

![Chart 4.2: Crash Rate Comparison – Average No. of Crashes / Year](chart)

Chart 4.3 shows the proportion of crashes by suburb between 2003 and 2007. Crash clusters and blackspots are focussed in the CBD and inner suburbs. Townships and coastal communities account for a small proportion of the crash total.

---

9 TMR Road Crash Database (May 2009).
10 Comparison excludes Douglas Shire.
Chart 4.3 - Crash Distribution by Suburb
Overall, a total of 8,758 traffic accidents were recorded on the Region’s roads from January 2003 to December 2007. As shown below, bicycles and pedestrians accounted for a small proportion of the total, at 4.1% and 2.2% respectively.

Chart 4.4 – Total Crashes by Unit Type in the Cairns Region (2003-2007)

<table>
<thead>
<tr>
<th>UNIT - TYPE</th>
<th>PROPORTION OF TOTAL (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car/Station wagon</td>
<td>68.7%</td>
</tr>
<tr>
<td>Utility/Panel van</td>
<td>14.7%</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>4.6%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>4.1%</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>2.2%</td>
</tr>
<tr>
<td>Rigid truck</td>
<td>2.1%</td>
</tr>
<tr>
<td>Bus/Coach</td>
<td>1.8%</td>
</tr>
<tr>
<td>Articulated truck</td>
<td>0.7%</td>
</tr>
<tr>
<td>Special Purpose Vehicle</td>
<td>0.5%</td>
</tr>
<tr>
<td>Railway stock</td>
<td>0.2%</td>
</tr>
<tr>
<td>Road train/B-double</td>
<td>0.1%</td>
</tr>
<tr>
<td>Animal - stock</td>
<td>0.1%</td>
</tr>
<tr>
<td>Towed device</td>
<td>0.1%</td>
</tr>
<tr>
<td>Animal - other</td>
<td>0.1%</td>
</tr>
<tr>
<td>Other</td>
<td>0.1%</td>
</tr>
</tbody>
</table>

4.4.2. Bicycle Crashes

The table below summarises the Region’s bicycle crash profile for 2003 – 2007:

<table>
<thead>
<tr>
<th>Bicycle Crash Total</th>
<th>359.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Severity</td>
<td>There were 3 cyclist fatalities, all occurring in 2007.</td>
</tr>
<tr>
<td></td>
<td>Crashes requiring medical treatment were most common (40%), followed by hospitalisation (38%) and minor injuries (21%).</td>
</tr>
<tr>
<td></td>
<td>Refer to Table 4.3.</td>
</tr>
<tr>
<td>Age and Gender</td>
<td>Crashes involving male cyclists (73%) were almost triple that of females (27%).</td>
</tr>
<tr>
<td></td>
<td>Adults aged 25-59 represented 52% of casualties.</td>
</tr>
<tr>
<td></td>
<td>21% of crashes involved school aged children (under 17 years old), typically regarded as a vulnerable or ‘high risk’ group in crash statistics.</td>
</tr>
<tr>
<td></td>
<td>Refer to Chart 4.5.</td>
</tr>
<tr>
<td>Time and Day</td>
<td>Crashes peaked between 3pm-5pm (23.9%) and 7am-9am (18.7%), coinciding with work and school commuting times.</td>
</tr>
<tr>
<td></td>
<td>Crashes most frequently occurred on Monday or Friday (both 18%). Only 16% of crashes occurred on the weekend.</td>
</tr>
</tbody>
</table>
### Table 4.3 – Bicycle Crashes by Severity in the Cairns Region (2003-2007)

<table>
<thead>
<tr>
<th>YEAR</th>
<th>FATAL</th>
<th>HOSPITALISATION</th>
<th>MEDICAL TREATMENT</th>
<th>MINOR INJURY</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003</td>
<td>0</td>
<td>22</td>
<td>31</td>
<td>14</td>
<td>67</td>
</tr>
<tr>
<td>2004</td>
<td>0</td>
<td>20</td>
<td>32</td>
<td>19</td>
<td>71</td>
</tr>
<tr>
<td>2005</td>
<td>0</td>
<td>42</td>
<td>23</td>
<td>6</td>
<td>71</td>
</tr>
<tr>
<td>2006</td>
<td>0</td>
<td>29</td>
<td>29</td>
<td>20</td>
<td>78</td>
</tr>
<tr>
<td>2007</td>
<td>3</td>
<td>22</td>
<td>31</td>
<td>16</td>
<td>72</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>3 (1%)</strong></td>
<td><strong>135 (38%)</strong></td>
<td><strong>146 (40%)</strong></td>
<td><strong>75 (21%)</strong></td>
<td><strong>359</strong></td>
</tr>
</tbody>
</table>

### Table 4.4 – Bicycle Crashes by Age Group

<table>
<thead>
<tr>
<th>AGE GROUP</th>
<th>0-16</th>
<th>17-24</th>
<th>25-59</th>
<th>60+</th>
<th>UNKNOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proportion of Crashes</td>
<td>21%</td>
<td>22%</td>
<td>52%</td>
<td>5%</td>
<td>1%</td>
</tr>
</tbody>
</table>

### Bicycle Crash Locations

Crash location maps are provided in Appendix C. Bicycle crashes are focussed on inner city streets, arterial roads and roundabouts. Sites with the highest concentration of crashes were:

- **High Crash Suburbs**
  - Cairns City (44)
  - Parramatta Park (40)
  - Cairns North (38)
  - Manunda (24)
  - Manoora (19)
  - Bungalow (18)

- **High Crash Intersections**
  - Pease/ Alfred/ Hoare Streets, Manunda (10)
  - Severin/ Gatton Streets, Parramatta Park (7)
  - McLeod/ James Streets, Cairns North (6)
  - Refer to Figure 5 and Table 4.4.

- **High Crash Corridors**
  - Major CBD streets – Grafton, Sheridan, McLeod, Spence, Florence, Aplin (>100)
  - Mulgrave Road (40)
  - Bruce Highway, Mt Peter – Woree (32)
  - Pease / Anderson Street, Manunda (21)
  - Captain Cook Highway, Smithfield – Cairns North (17)
  - Kamerunga Road, Redlynch (7)
  - Balaclava Road, Earlville (4)
  - Mt Peter Road, Edmonton (3)
  - Trinity Beach Road, Trinity Beach (3)
Crash Clusters Around Schools

- Cairns SHS, Cairns City (9)
- Trinity Bay SHS / TAFE College, Manunda (8)
- Parramatta Park State School (5)
- St Andrews Catholic Primary School, Redlynch (2)
- Bentley Park College (2)

Bicycle Crash Sites in former Douglas Shire

- Mossman - Front Street, Alchera Drive, Mossman Daintree Road
- Port Douglas – Macrossan, Wharf, Port, Reef Streets
- Bloomfield

### Table 4.5 – Multiple Crash Intersections (Bicycles)

<table>
<thead>
<tr>
<th>INTERSECTION LOCATION</th>
<th>SUBURB</th>
<th>NO. OF CRASHES</th>
<th>INTERSECTION CONTROL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pease/ Alfred/ Hoare Streets*</td>
<td>Manunda</td>
<td>10</td>
<td>Signals</td>
</tr>
<tr>
<td>Severin/ Gatton Streets</td>
<td>Parramatta Park</td>
<td>7</td>
<td>Roundabout</td>
</tr>
<tr>
<td>McLeod/ James Streets**</td>
<td>Cairns North</td>
<td>6</td>
<td>Roundabout</td>
</tr>
<tr>
<td>Spence/ Sheridan Streets</td>
<td>Cairns City</td>
<td>5</td>
<td>Signals</td>
</tr>
<tr>
<td>Captain Cook Highway</td>
<td>Caravonica</td>
<td>5</td>
<td>Roundabout</td>
</tr>
<tr>
<td>Captain Cook Highway</td>
<td>Smithfield</td>
<td>4</td>
<td>Roundabout</td>
</tr>
<tr>
<td>Mulgrave Rd/ Brown Streets</td>
<td>Westcourt</td>
<td>4</td>
<td>Signals</td>
</tr>
<tr>
<td>Florence/ Lake Streets</td>
<td>Cairns City</td>
<td>4</td>
<td>Roundabout</td>
</tr>
<tr>
<td>Bruce Highway / Anderson Street</td>
<td>Woree</td>
<td>4</td>
<td>Signals</td>
</tr>
<tr>
<td>McGregor St/ Ramsey Dr/ Irene St</td>
<td>Kanimbla</td>
<td>3</td>
<td>Roundabout</td>
</tr>
<tr>
<td>Sheridan / O’Keefe Streets</td>
<td>Cairns North</td>
<td>3</td>
<td>Nil</td>
</tr>
</tbody>
</table>

Note: * Intersection upgraded; ** Lights being installed.

The above locations will require treatments to reduce accident occurrence. The top 3 multiple crash intersections for cyclists are shown overleaf.
Pease / Alfred / Hoare St Intersection, Manunda (10 bicycle crashes)
(Note: Aerial photo shows intersection with upgrade complete)

Severin / Gatton St Intersection, Parramatta Park (7 bicycle crashes)
(Note: Lights being installed by TMR)

McLeod / James St Intersection, Cairns North (6 bicycle crashes)

Figure 5 – High Crash Intersections for Cyclists
4.4.3. Pedestrian Crashes

The table below summarises the Region’s bicycle crash profile for 2003 – 2007:

<table>
<thead>
<tr>
<th>Ped Crash Total</th>
<th>198.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Severity</td>
<td>-</td>
</tr>
<tr>
<td>- 12 pedestrian fatalities.</td>
<td></td>
</tr>
<tr>
<td>- Pedestrian crashes were typically of greater severity when compared to cyclists (i.e. more fatalities or hospitalisations).</td>
<td></td>
</tr>
<tr>
<td>- Minor injuries accounted for only 13% of the total.</td>
<td></td>
</tr>
<tr>
<td>- Refer to Table 4.5.</td>
<td></td>
</tr>
<tr>
<td>Age and Gender</td>
<td>-</td>
</tr>
<tr>
<td>- Males accounted for 56% of pedestrian crashes, compared with 44% for females.</td>
<td></td>
</tr>
<tr>
<td>- Adult pedestrians aged 25-59 represented about half of the total crashes (49%), followed by children aged 0-16 (21%), and young adults aged 17-24 (18%).</td>
<td></td>
</tr>
<tr>
<td>- Refer to Chart 4.6.</td>
<td></td>
</tr>
<tr>
<td>Time and Day</td>
<td>-</td>
</tr>
<tr>
<td>- Crashes were relatively well spread over the days of the week, although Monday had lower values. Pedestrian incidents peaked on Tuesdays and Thursdays.</td>
<td></td>
</tr>
<tr>
<td>- A high number of accidents involving pedestrians occurred between 5pm-6pm (10%), and 8am-9am (8%), coinciding with work commuting times.</td>
<td></td>
</tr>
<tr>
<td>- Accidents occurring at night (41%) or on weekends (37%) were significant. Anecdotal evidence partly attributes this to:</td>
<td></td>
</tr>
<tr>
<td>- High pedestrian flow in the CBD and inner suburbs generated by tourists; and</td>
<td></td>
</tr>
<tr>
<td>- Intoxicated pedestrians behaving erratically.</td>
<td></td>
</tr>
</tbody>
</table>

Table 4.6 - Pedestrian Crashes by Severity (2003-2007)

<table>
<thead>
<tr>
<th>YEAR</th>
<th>FATAL</th>
<th>HOSPITALISATION</th>
<th>MEDICAL TREATMENT</th>
<th>MINOR INJURY</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003</td>
<td>2</td>
<td>16</td>
<td>15</td>
<td>9</td>
<td>42</td>
</tr>
<tr>
<td>2004</td>
<td>1</td>
<td>23</td>
<td>9</td>
<td>7</td>
<td>40</td>
</tr>
<tr>
<td>2005</td>
<td>2</td>
<td>15</td>
<td>7</td>
<td>5</td>
<td>29</td>
</tr>
<tr>
<td>2006</td>
<td>3</td>
<td>29</td>
<td>14</td>
<td>3</td>
<td>49</td>
</tr>
<tr>
<td>2007</td>
<td>4</td>
<td>23</td>
<td>9</td>
<td>2</td>
<td>38</td>
</tr>
<tr>
<td>Total</td>
<td>12 (6%)</td>
<td>106 (54%)</td>
<td>54 (27%)</td>
<td>26 (13%)</td>
<td>198</td>
</tr>
</tbody>
</table>

Table 4.7 – Pedestrian Crashes by Age Group (2003-2007)

<table>
<thead>
<tr>
<th>AGE GROUP</th>
<th>0-16</th>
<th>17-24</th>
<th>25-59</th>
<th>60+</th>
<th>UNKNOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proportion of Crashes</td>
<td>21%</td>
<td>18%</td>
<td>49%</td>
<td>9%</td>
<td>4%</td>
</tr>
</tbody>
</table>
Pedestrian Crash Locations

Sites recording the highest concentration of pedestrian crashes were:

<table>
<thead>
<tr>
<th>High Crash Suburbs</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Cairns City (47)</td>
</tr>
<tr>
<td></td>
<td>Cairns North (16)</td>
</tr>
<tr>
<td></td>
<td>Bungalow (13)</td>
</tr>
<tr>
<td></td>
<td>Earlville (11)</td>
</tr>
<tr>
<td></td>
<td>Manoora (10)</td>
</tr>
<tr>
<td></td>
<td>Manunda (10)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>High Crash Intersections</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Abbott / Shields Streets, Cairns City (6)</td>
</tr>
<tr>
<td></td>
<td>Balaclava / Mulgrave Road, near Stockland Shopping Centre (5)</td>
</tr>
<tr>
<td></td>
<td>Sheridan / Aplin Streets, Cairns City (3)</td>
</tr>
<tr>
<td></td>
<td>Sheridan / Upward Streets, Cairns City (3)</td>
</tr>
<tr>
<td></td>
<td>Mulgrave Road / Buchan Street, Bungalow (3)</td>
</tr>
<tr>
<td></td>
<td>Mulgrave Road / Aumuller Street, Woree (2)</td>
</tr>
<tr>
<td></td>
<td>Bruce Highway / Mill Road, Edmonton (2)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>High Crash Corridors</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Lake Street, Cairns City / Cairns North (33)</td>
</tr>
<tr>
<td></td>
<td>Mulgrave Road (24)</td>
</tr>
<tr>
<td></td>
<td>Sheridan Street, Cairns City / Cairns North (20)</td>
</tr>
<tr>
<td></td>
<td>Spence Street, Cairns City (6)</td>
</tr>
<tr>
<td></td>
<td>Captain Cook Highway, Smithfield – Cairns North (5)</td>
</tr>
<tr>
<td></td>
<td>Alchera Drive/ Front Street, Mossman (4)</td>
</tr>
<tr>
<td></td>
<td>Refer to Figure 6.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Observations</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CBD streets show a high number of pedestrian accidents that occurred mid-block, suggesting there are strong desire lines to cross the road.</td>
</tr>
<tr>
<td></td>
<td>Pedestrian fatality sites are widely dispersed across the Region. These included:</td>
</tr>
<tr>
<td></td>
<td>Arterial roads in reasonably isolated locations, with no off-road path and high traffic speed differential;</td>
</tr>
<tr>
<td></td>
<td>Suburban streets serviced by paths; and</td>
</tr>
<tr>
<td></td>
<td>High activity areas in the CBD.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pedestrian Crash Sites in former Douglas Shire</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Mossman - Front Street, Alchera Drive, Gorge Road, Wilson Street</td>
</tr>
<tr>
<td></td>
<td>Port Douglas – Mudlo Street, Nautilus Street, St Crispins Avenue.</td>
</tr>
<tr>
<td></td>
<td>Degarra</td>
</tr>
</tbody>
</table>
Abbott / Shields St Intersection, Cairns City (6 pedestrian crashes)

Balaclava / Mulgrave Road, Earlville (5 pedestrian crashes)

Sheridan / Aplin Streets, Cairns City (3 pedestrian crashes)

Figure 6 – High Crash Intersections for Pedestrians
5. **OPPORTUNITIES AND CONSTRAINTS**

5.1. **Opportunities**

Major opportunities to improve the Region’s walking and cycling environment are identified below. Other opportunities for network integration with major infrastructure projects are discussed separately in Section 5.3.

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**The Cairns Region**

- The Cairns Region offers an enviable blend of urban, coastal, village and rural living options, combined with its tourism appeal, warm weather, outdoor lifestyle and flat landscape (urban areas). These factors are highly conducive to walking and cycling.
- Smaller townships and coastal villages are generally very well suited given the shorter distances between community focal points, lower traffic volumes and speeds.

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**Existing and Proposed Facilities**

- The 500km network of on-road and off-road facilities provides an excellent base for future network extensions and improvements.
- Building on the success of the Cairns Esplanade, the addition of two new ‘signature’ projects (Aeroglen-CBD Bikeway, CBD Walking & Cycling Circuit) will make a major contribution to network in terms of its functionality, public appeal, accessibility and safety.
- The *Principal Cycle Network for Far North Queensland* has been identified by the State Government to assist local Councils in FNQ, to provide new and improved cycling facilities for residents and visitors. Future development of ‘Principal Routes’ will significantly improve the local cycling environment.
- Council and State Government recognise that increased investment in walk and cycle infrastructure will contribute to the Region’s sustainability and liveability.

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**Road Construction and Improvement**

- Development of the road network continues to be a critical opportunity for integration of pedestrian and bicycle facilities, delivered as part of the project (refer to Section 5.4 for details of road works programs).
Future Growth

- The Region’s future pattern of growth will be the primary determinant of walk and cycle infrastructure delivery over the next 20 years, guided by Council’s Planning Scheme and the FNQ Regional Plan 2009-31.

- Critical network integration opportunities will be:
  - Master planning for the Mount Peter area.
  - Residential subdivision projects in the Northern Beaches
  - Inter-suburban links with new road construction.
  - Master planning for town centres and waterfronts e.g. CBD Streetscape Masterplan, Edmonton, Smithfield Village, Port Douglas.
  - Master planning for parkland and open space.
  - Strengthening district activity centres and transit oriented development.

Cane Rail

- The conversion of decommissioned cane rail lines to pedestrian and/ or bicycle use continues to be a strategic opportunity for the Region. They offer flat grades and excellent connectivity between and through Cairns’ urban areas.

- The future use of cane rail corridors is heavily constrained by current tenure, as well as corridor width/ spatial constraints and lack of public surveillance.

- Some sections of cane rail lines are under investigation for possible future public transport use, as part of the Cairns Transit Network (refer to Section 5.2).

- In some locations, there may be scope for dual use by public transport and walk/ cycle infrastructure within the same corridor e.g. veloways (off-road high speed commuter bikeways). The feasibility of this approach requires full investigation.

- Whilst the long term use of cane rail corridors is yet to be fully determined, selected corridors should be identified in the future walk and cycle network as ‘Strategic Investigation Routes’ for further investigation, given the unique opportunity they present.
Public Transport

Walk and cycle integration with public transport services and networks, should be achieved through:

- Effective connections to major public transport stations from surrounding catchments.
- End of trip facilities at major public transport stations.
- Universal access design considerations.
- Multi-modal travel options e.g. carrying bikes on buses and trains.
- Delivering a high level of service for pedestrians and cyclists as part of the Region’s future public transport network through the ‘Cairns Transit Network Project’.
- Ongoing implementation of the ‘Cairns Integrated Public Transport Plan’ (2005), which includes a range of measures to integrate public transport and walk/cycle planning.

Other strategic opportunities for the Region will continue to be:

- Formalising on-road bicycle routes through lower cost advisory treatments (e.g. route signage, pavement symbols, line marking), which can be implemented quickly without major road modifications (see example below).
- Review of on-street parking arrangements along key CBD corridors to create more space for bicycle and pedestrian movement e.g. conversion of angled parking to parallel to accommodate a bike lane. This should be addressed as part of the future Council CBD Car Parking Strategy (currently under review).
- Provision of continuous off-road paths along the Captain Cook and Bruce Highways to link the CBD and suburbs.
- Securing funding for infrastructure provision through the development process and by aligning projects with external grant programs for sport, recreation, tourism, preventative health and transport.
- Seeking new funding opportunities from TMR through implementation of the Principal Cycle Network Plan for FNQ.

Example of on-road bike route with advisory treatment at Trinity Beach
### 5.2. Constraints

Some of the major *constraints* or ‘barriers’ that limit the potential for walking and cycling in the Region are:

<table>
<thead>
<tr>
<th>Road Network and Urban Form</th>
</tr>
</thead>
<tbody>
<tr>
<td>Historically, the Region’s road design has been based on motor vehicles and this has encouraged a car culture. Consequently, the road network is not highly conducive to walking and cycling.</td>
</tr>
<tr>
<td>A dispersed, linear urban form has evolved along a north-south axis created by the highway corridor, resulting in some separation of development between east and west. Inland townships and coastal villages are also connected by high speed arterials. These are major physical barriers to movement for non-motorised modes.</td>
</tr>
<tr>
<td>Other significant barriers are variable road construction standards (e.g. narrow road shoulders) and limited provision for pedestrians and cyclists at highway crossings, major intersections, multi-lane roundabouts, rail lines, bridge crossings and circuitous road layouts (e.g. Southern Corridor).</td>
</tr>
<tr>
<td>The <em>Cairns City Transport Network Plan</em> (2005) highlights the following limitations of the road network, which directly impact on walking and cycling:</td>
</tr>
<tr>
<td>- <strong>Urban Areas</strong> - Limited connectivity between urban settlement areas and reliance on directing traffic to State Controlled Roads. Thus, key connectors provide an arterial and sub-arterial function with high traffic volumes and speed environments.</td>
</tr>
<tr>
<td>- <strong>North</strong> - Isolated urban pockets which result in use of Captain Cook Highway for inter-suburban and sub-regional travel, resulting in increased traffic volumes and turning movements on the highway and at roundabouts/ intersections.</td>
</tr>
<tr>
<td>- <strong>South</strong> - Limited network connectivity (west of Bruce Highway) and potential for high traffic volumes on roads with residential frontage and property access (e.g. Roberts Road, Bicentennial Roads).</td>
</tr>
<tr>
<td>Both Council and the State Government are working to improve these impediments through their current land use, road infrastructure and public transport planning activities.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Network Fragmentation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parts of the existing walk and cycle network are fragmented and lack connectivity, which is a disincentive for pedestrians and cyclists.</td>
</tr>
<tr>
<td>At a strategic level, the major network gaps include:</td>
</tr>
<tr>
<td>- Continuous inks between the Cairns CBD and suburban catchments to the north, west and east, (primarily major arterials controlled by TMR).</td>
</tr>
<tr>
<td>- Smithfield – CBD.</td>
</tr>
<tr>
<td>- Edmonton – Woree.</td>
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<tr>
<td>- Links between Mossman, Port Douglas and surrounding villages.</td>
</tr>
<tr>
<td>Missing links within individual communities are also a barrier for local walking and cycling trips.</td>
</tr>
<tr>
<td>Council and the State Government are progressively eliminating network fragmentation through their planning and infrastructure delivery, subject to the capacity of available budgets.</td>
</tr>
</tbody>
</table>
Real and Perceived Safety Risks

- Safety concerns are a major disincentive for walking and cycling, ranging from conflict potential with cars or other path users, to negotiating major barriers, personal safety when walking/riding alone, finding safe routes to school and bicycle theft.

Foreshore Open Space

- The Region lacks a continuous corridor of public open space along its coastline due to environmental, topographic and land ownership constraints.
- This results in the absence of strategic opportunities for picturesque walking and cycling routes along the coast, which would be extremely valuable for recreation and tourism.
- Therefore, an important strategy will be to secure opportunities for alternative routes via the local road and open space network as development progresses, focussing on the Northern Beaches.
5.3. **Strategic Projects**

An important opportunity for future network development will be *coordination and integration of* paths and bikeways with other strategic projects i.e. transport infrastructure, planning, urban development. This will ensure that walking and cycling is considered from the outset and cost efficiencies delivered.

Projects warranting special consideration are:

- **Local:**
  - *Mount Peter Area Master Planning Project (In Progress)*
  - *Port Douglas Waterfront Master Plan (2009)*
  - *Cairns City Transport Network Plan (2005)*
  - *Cairns Regional Parks & Recreation Strategic Plan 2010-2015 (2010)*

- **State:**
  - *Principal Cycle Network Plan for FNQ (2009) – TMR*
  - *Bruce Highway Upgrade Project (In Progress) – TMR*
  - *Cairns Transit Network Project (2008-2010) - TMR*
  - *FNQ Regional Plan 2009-31 – Department of Infrastructure & Planning*
Table 5.1 – Strategic Project Opportunities for Walk and Cycle Network Integration

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>RESP.</th>
<th>TIMEFRAME</th>
<th>PROJECT OVERVIEW</th>
<th>INTEGRATION OPPORTUNITIES / PROVISIONS FOR PEDESTRIANS &amp; CYCLISTS</th>
<th>OTHER COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LOCAL PROJECTS</strong></td>
<td></td>
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<tr>
<td>Mount Peter Master Planning Project (2009 – In Progress)</td>
<td>Local State Private</td>
<td>Planning – 2009-12 Construction to start 2011 (20-30 years)</td>
<td>Master planning for Mount Peter is a partnership between Council, the Queensland Government and landowners. It will take place over approximately three years, with large scale development expected to commence in 2011, and continue for at least the next 20-30 years. Council has determined that Mount Peter is outside the scope of this Cycling &amp; Walking Strategy Review.</td>
<td>It will be critical to secure a high standard of connectivity between Mount Peter and the Region’s broader walk and cycle network, to meet potential demand from a community of up to 50,000 new residents. Priority links will be from Mount Peter to:</td>
<td>Development for Mount Peter will be based on urban nodes separated and linked by open space, a network of strong activity centres, and an efficient transport system. The master planning process offers an exciting opportunity to establish a high quality walking and cycling environment for this community.</td>
</tr>
<tr>
<td>Cairns City Transport Network Plan (2005)</td>
<td>Local Strategic / Long Term</td>
<td>The TNP provides direction for the provision and funding of trunk transport infrastructure for the former Cairns City area, including:</td>
<td></td>
<td>Higher level opportunities for the walk and cycle network will be:</td>
<td>Ongoing walk/cycle integration with Council’s annual road works program.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Higher order road network;</td>
<td>Northern Beaches - inter-suburban connections (CRC and developers).</td>
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<td></td>
<td></td>
<td>• Pedestrian and cycle facilities;</td>
<td>Future Smithfield Bypass (State).</td>
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<td></td>
<td></td>
<td>• Public transport routes and facilities; and</td>
<td>Redlynch – inter-suburban connection (CRC).</td>
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<td></td>
<td></td>
<td>• Inter-suburban connectivity.</td>
<td>Lake Street, Cairns North – future public transport corridor (State).</td>
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<td>The TNP is to form part of Council’s Priority Infrastructure Plan.</td>
<td>Spence Street, Bungalow – future public transport corridor (State).</td>
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<td>Southern Corridor and Gordonvale – inter-suburban connections (developers).</td>
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<tr>
<td>Port Douglas Waterfront Master Plan (September 2009)</td>
<td>Local</td>
<td>10 Year Plan</td>
<td>This project was initiated by Douglas Shire Council in 2008 to address unplanned development in Port Douglas and facilitate enhanced outcomes for the community, natural environment and economy. It seeks to deliver a coherent, accessible and revitalised waterfront that better meets the needs of residents, businesses and tourists. The Master Plan area includes non-waterfront land to ensure that an integrated strategy is identified for whole town.</td>
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<td>The Master Plan recommends:</td>
<td>Other measures to improve conditions for walking and cycling:</td>
<td></td>
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<tr>
<td></td>
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<td></td>
<td>• Improving waterfront access for pedestrians and cyclists, including disabled access.</td>
<td>1. Walking:</td>
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<td></td>
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<td>• Creating ‘A Walkable Waterfront’.</td>
<td>• Some high activity and attractor areas provide a poor environment for pedestrians e.g. Esplanade, Warner Street.</td>
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<td></td>
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<td>• Returning significant areas of waterfront to public uses and enhancing open spaces.</td>
<td>• Potential to create more pedestrian-friendly environment e.g. better links, paths.</td>
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<td></td>
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<td></td>
<td>• Removing barriers to pedestrian and cycle movement.</td>
<td>• Signage and way-finding measures needed.</td>
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<td></td>
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<td>• Streetscape improvements to create more pleasant pedestrian environment.</td>
<td>2. Cycling:</td>
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<td>• Improving the local road network and parking provisions, to help minimise impacts and encourage more walking and cycling.</td>
<td>Highly suitable environment for cyclists being a flat small community and having an existing path to the town centre.</td>
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<td>• Need to upgrade bikeways to comply with standards.</td>
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<td>• Increase priority and conditions for cyclists on Macrossan Street.</td>
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<td>• Improve connections and coverage for cyclists.</td>
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<td></td>
<td></td>
<td></td>
<td>• Improve support facilities – signage, bike parking, crossings.</td>
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</tr>
<tr>
<td>Cairns Parks &amp; Recreation Strategic Plan 2010-2015 (2010)</td>
<td>Local</td>
<td>5 Year Plan</td>
<td>This study involves a review of existing Sport &amp; Recreation Plans for the former Cairns City and Douglas Shire Councils. The Strategic Plan was developed to provide regional policy direction and a vision for parks, sport and recreation for the next five years. It will identify key priorities and provide Council with a clear and achievable direction for provision and management. The study is made possible with funding assistance from the Department of Communities - Sport and Recreation Services, under the ‘Local Sport and Recreation Program’.</td>
<td>The recreational and physical activity values of walking and cycling are a key theme of the Parks &amp; Recreation Strategic Plan. The main link between this project and the Cycling &amp; Walking network will be:</td>
<td>Other relevant recommendations of the Parks &amp; Recreation Strategic Plan are:</td>
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<td>• Ensure major parks, sport and recreation facilities’ precincts are well serviced by the walk and cycle network to encourage both active transport and active living amongst local residents.</td>
<td>• The importance of pathways, bikeways and trails to recreational opportunity and healthy communities should be recognised with a full time position dedicated to planning and delivery of strategies in this area.</td>
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<td>• Ensure appropriate end of trip facilities and rest stops are provided at major parks, sport and recreation destinations to ensure they support walking and cycling.</td>
<td>• Develop a local trails strategy (for tracks and trails in natural areas) to provide enhanced opportunities for outdoor recreation and ecotourism.</td>
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<td>• Where possible, integrate path circuits, loops and links in future park master planning projects.</td>
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<td>• Connect the walk and cycle network to popular nature based tracks and trails e.g. Red Arrow in Mt Whitfield Conservation Park, Cattana Wetlands.</td>
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<td>• Identify and progressively secure strategic open space corridors for walking and cycling facilities (e.g. along waterfronts, foreshores, easements).</td>
<td></td>
</tr>
<tr>
<td>PROJECT</td>
<td>RESP.</td>
<td>TIMEFRAME</td>
<td>PROJECT OVERVIEW</td>
<td>INTEGRATION OPPORTUNITIES / PROVISIONS FOR PEDESTRIANS &amp; CYCLISTS</td>
<td>OTHER COMMENTS</td>
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</tr>
<tr>
<td>Principal Cycle Network Plan for FNQ (Dec 2009)</td>
<td>State</td>
<td>Strategic / Long Term</td>
<td>Council’s Cycling &amp; Walking Strategy Review will recommend a network of off-road and on-road facilities throughout the Region. These are intended to complement and coordinate with the recommendations made by TMR in the Principal Cycle Network Plan for FNQ.</td>
<td>Refer to Section 2.2.3.</td>
<td>Refer to Section 2.2.3.</td>
</tr>
<tr>
<td>Bruce Highway Upgrade Project (2009 – In Progress)</td>
<td>State</td>
<td>Planning (2010) Design (2010-11) Construction compete by 2014 (Stage 1)</td>
<td>TMR commenced the Cairns Bruce Highway Upgrade Project in 2008 to investigate long term, multi-modal transport planning options to address the impacts of urban growth, congestion and traffic accidents on the Bruce Highway corridor south of Cairns, from Wrights Creek - Draper Street in the Cairns city centre. The project is currently in concept design phase for the entire study area with master plan corridor options to be publicly released in late 2009. Specific details for the $150M construction package not expected to be released until mid 2010. Nominated area for the fist construction package is Sheehy Road – Ray Jones Drive.</td>
<td>The master plan for the ultimate corridor will include: • A dedicated high speed bikeway (separated from road traffic) – negotiations to use a 7m strip of the rail corridor (eastern side of highway) are currently underway. • Provision for cyclists and pedestrians across interchanges. • Dedicated pedestrian overpasses at selected locations (dependent on preferred option adopted). • Pathways on service roads. • Where possible, existing underpasses will be retained.</td>
<td>• Design of the pathway network on Council roads excluded from this part of the study, other than to link to existing. • First construction package of $150M will not include the high speed bikeway. • In the ultimate form, the highway is likely to be designated a ‘motorway’ and cyclists will be prohibited from cycling on-road. This ‘motorway’ designation unlikely to occur until future upgrades are completed and the length of the grade separated highway is sufficient to warrant motorway status. • Short to medium term - highway will continue to cater for on-road cyclists. • A Social Impact Assessment will be undertaken in the near future, including a review of cycle and pedestrian connectivity.</td>
</tr>
<tr>
<td>Cairns Transit Network Project (2008 - 2010)</td>
<td>State</td>
<td>Strategic / Long Term</td>
<td>In 2008, TMR commenced planning studies and community consultation to plan for and protect a future public transport network in Cairns. The Final Concept Design Report was released in July 2010. The network will improve public transport by giving buses priority over general traffic, within a bus rapid transit system, via bus-only lanes, dedicated busway, transit lanes or priority treatments at traffic lights. The Tilkim network has three transit corridors and 59 passenger stations. It will service the area from Palm Cove to Gordonvale, and the neighbourhoods in between: • Northern Corridor – Link between Palm Cove and Cairns CBD via Smithfield (22km). May utilise a mix of road-based and cane rail corridors. • Southern Corridor – Link between Cairns CBD and Gordonvale via Edmonton and Earlville (25km). May utilise parts of cane rail corridor, integration with Bruce Highway Upgrade where possible to Edmonton, and corridor within Mount Petar to Gordonvale. • Western Corridor – Link between Cairns Base Hospital and Smithfield via Redlynch (18km). Road network based no use of cane rail corridors. Long-term vision - constructed as required and as funding becomes available. Opens in stages.</td>
<td>TMR provide the following advice in respect to future opportunities for public transport integration: • Current public transport planning promotes a flexible bus-based system with an emphasis on high levels of access via active transport networks to quality station environments. • Key stations will incorporate end-of-trip facilities for cyclists. • The public transport system will be connected in a way that gets people where they want to go. As such, cyclists wishing to use public transport will be able to ride to a station, secure their bicycle, catch the bus and continue the journey as a pedestrian when they alight at their destination. Transit supportive land use planning (creating transit oriented communities) will ensure a compact urban form develops so that destinations are within convenient walking distances from stations. • There may be opportunities for bike carriage on buses in restricted periods, for instance, on weekends to enable bike carriage on public transport to recreation cycling destinations, such as beaches or trail heads on the edges of the urban network. However, this has not been confirmed at the time of writing. • The issue of cycle-public transport integration is complex and should be supportive of the wider objectives and operational imperatives of a complimentary public transport and active transport network working as a system.</td>
<td>Cairns Public Transit Network – Public Transport Corridors and Stations (July 2010)</td>
</tr>
</tbody>
</table>
The FNQ Regional Plan 2009-2031 articulates the preferred development pattern to service an estimated resident population of almost 223,000 by 2031. The Regional Plan supports alternative modes of transport such as walking and cycling.

Critical influences on future pedestrian and cyclist movement will be:
- A more consolidated, sustainable and accessible urban form, to ensure that land is used most efficiently and to reduce dependence on private cars.
- Intensification of residential and employment activities within and around key centres (outside the CBD).
- Possible future expansion of activities within the Smithfield regional centre.
- Inclusion of Mount Peter Master Planned Area within the urban footprint.
- Protection of significant regional landscape features (mountain ranges, Barron and Mulgrave River floodplains, Trinity Inlet, hill slopes and coast), which will frame and reinforce Cairns' linear urban form.
- Measures to maintain the former Douglas Shire's iconic status, by allowing limited expansion in Mossman and Port Douglas.

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>RESP.</th>
<th>TIMEFRAME</th>
<th>PROJECT OVERVIEW</th>
<th>INTEGRATION OPPORTUNITIES / PROVISIONS FOR PEDESTRIANS &amp; CYCLISTS</th>
<th>OTHER COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>FNQ Regional Plan 2009-2031</td>
<td>State</td>
<td>2009 - 2030</td>
<td>The FNQ Regional Plan 2009-2031 articulates the preferred development pattern to service an estimated resident population of almost 223,000 by 2031. The Regional Plan supports alternative modes of transport such as walking and cycling.</td>
<td>Critical influences on future pedestrian and cyclist movement will be: \n- A more consolidated, sustainable and accessible urban form, to ensure that land is used most efficiently and to reduce dependence on private cars. \n- Intensification of residential and employment activities within and around key centres (outside the CBD). \n- Possible future expansion of activities within the Smithfield regional centre. \n- Inclusion of Mount Peter Master Planned Area within the urban footprint. \n- Protection of significant regional landscape features (mountain ranges, Barron and Mulgrave River floodplains, Trinity Inlet, hill slopes and coast), which will frame and reinforce Cairns' linear urban form. \n- Measures to maintain the former Douglas Shire's iconic status, by allowing limited expansion in Mossman and Port Douglas.</td>
<td>Relevant projects referenced in the FNQ Regional Infrastructure Plan will be: \n- Principal Cycle Route – Cairns CBD to Aeroglen. \n- Cairns Transit Network Investigation. \n- Bruce Highway Planning Study (Gordonvale to Cairns). \n- Bruce Highway Upgrade (Sheehy Road – Ray Jones Drive). \n- Mulgrave Road, Cairns (additional lanes).</td>
</tr>
</tbody>
</table>
5.4. Road Improvement Programs

5.4.1. TMR Road Implementation Program (RIP)

Projects contained in the RIP (2009/10 - 2013/14) of relevance to the local walk and cycle network are:

<table>
<thead>
<tr>
<th>ROAD</th>
<th>LOCATION</th>
<th>WORK DESCRIPTION</th>
<th>TIMING</th>
<th>FUNDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auslink Road Network</td>
<td></td>
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</tr>
<tr>
<td>Bruce Highway</td>
<td>Kate Street service road</td>
<td>Construct and seal standard</td>
<td>2013-2014 and beyond</td>
<td>$1.11M</td>
</tr>
<tr>
<td>Bruce Highway</td>
<td>Mulgrave River</td>
<td>Bridge Upgrade</td>
<td>2009-2010</td>
<td>$42.12 M</td>
</tr>
<tr>
<td>Bruce Highway</td>
<td>Gordonvale to Cairns</td>
<td>Hardship resumptions</td>
<td>2009-2010</td>
<td>$10.79M</td>
</tr>
<tr>
<td>Bruce Highway</td>
<td>Ray Jones Dr - Sheehy Rd</td>
<td>Planning Study</td>
<td>2008-2009</td>
<td>$5.25M</td>
</tr>
</tbody>
</table>

| Other State-Controlled Road | | | | |
| Captain Cook Highway | Arnold Street | Intersection improvements | 2009-2010 | $540K |
| Captain Cook Highway | Buchan Point - Yule Point (sections 3 & 4) | Widen and seal shoulders | 2009-beyond 2014 | $3.21M |
| Captain Cook Highway | Machans Beach - Kewarra Beach | Provide bicycle facilities | 2009-2010 | $300K |
| Captain Cook Highway | Various roundabouts | Provide bicycle facilities | 2009-2010 | $310K |
| Captain Cook Highway | Smithfield roundabout | Intersection lighting | 2009-2010 | $350K |
| Captain Cook Highway | Grove Street | Intersection improvements | 2009-2010 | $280K |
| Kennedy Highway | Kuranda Range | Planning (Widen to 4-Lanes) and related works | 2008-2010 | $15.35M |
| Cairns Western Arterial | McCoome St - Enmore St | Traffic Management Devices | 2009-2010 | $332K |
| Cairns Western Arterial | Hoare Street-Reservoir Road | Construct additional lane | 2009-2010 | $236K |
| Cairns Western Arterial | Raintrees Shopping Centre | Pedestrian crossing | 2009-2010 | $260K |
| Cairns Western Arterial | Barron River | Intersection improvements | 2009-2010 | $400K |
| Anderson St | Reservoir Road - Captain Cook Hwy | Traffic Management Devices | 2009-2010 | $324K |
| Anderson St | McLeod Street | Intersection improvements | 2009-2010 | $1.62M |
| Mulgrave Rd | Ray Jones Drive - Captain Cook Highway | Construct additional lanes | 2009-2010 | $17.9M |
| Mulgrave Rd | 3.76 - 4.01km | Provide bicycle facilities | 2009-2010 | $280K |
| Mulgrave Rd | Tills Street | Intersection improvements | 2009-2010 | $265K |
| Mulgrave Rd | Aumuller Street Intersection | Pedestrian crossing | 2009-2010 | $130K |

Transport Infrastructure Development Scheme (50/50 Funding Between Council and TMR)

<table>
<thead>
<tr>
<th>ROAD</th>
<th>LOCATION</th>
<th>WORK DESCRIPTION</th>
<th>TIMING</th>
<th>FUNDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Redlynch Intake Rd</td>
<td>9.00 - 9.05km</td>
<td>Replace bridge(s)</td>
<td>2009-2011</td>
<td>$800K</td>
</tr>
<tr>
<td>Barron Gorge Rd</td>
<td>3.30-3.47km</td>
<td>Development / Improvement</td>
<td>2009-2010</td>
<td>$500K</td>
</tr>
<tr>
<td>Hussey Rd</td>
<td>2.80km</td>
<td>Replace Bridge</td>
<td>2009-2010</td>
<td>$600K</td>
</tr>
<tr>
<td>Cape-Tribulation Rd</td>
<td>25.2km - 25.5km</td>
<td>Construct to new sealed 2 lane standard</td>
<td>2009-2010</td>
<td>$300K</td>
</tr>
<tr>
<td>Machans - Holloways Beach</td>
<td></td>
<td>Construct bikeway / footpath</td>
<td>2009-2010</td>
<td>$634K</td>
</tr>
<tr>
<td>Network bicycle strategy</td>
<td>Various locations</td>
<td>Bikeway</td>
<td>2009-2011</td>
<td>$174K</td>
</tr>
<tr>
<td>Kenny St / Fearnley St</td>
<td></td>
<td>Intersection improvements</td>
<td>2009-2010</td>
<td>$35K</td>
</tr>
</tbody>
</table>
TMR and Auslink Network

- Bruce Highway Planning Study has commenced. It is understood that high quality off-road cycling and pedestrian paths will be planned as part of the study.
- A budget of $150 million has been allocated by the Australian Government to upgrade the Bruce Highway between Sheehy Road and Ray Jones Drive. As noted in Table 5.1 walk and cycle paths will not be included the $150 million budget allocation for this first section (for completion by 2014) – inclusion of a major bikeway facility has been proposed for construction in a later phase of the highway upgrade.
- Intersection upgrades are to include the pedestrian and cycle facilities where appropriate.
- Bridge upgrades are to include wide shoulders for bicycle use.
- Upgrade of Captain Cook Highway (Buchan Point to north of Yule Point) to include wider and sealed shoulders has commenced. However, due to topographical constraints, shoulder widths are expected to be 0.5m, and not appropriate for dedicated bike lanes.
- Details of the exact bicycle facilities proposed between Machans Beach and Kewarra Beach are currently unknown but are expected to include highly visible bicycle line marking and green paint at critical locations.
- Funding is available to upgrade three of the nine critical TMR controlled roundabouts to include improved bicycle facilities on all approaches (Yorkeys, Trinity Beach, Machans). TMR is seeking funding to upgrade the remaining six roundabouts for the next financial year.
- Planning of the 4-lane upgrade of the Kennedy Highway through Kuranda Range is unlikely to provide adequate bicycle facilities due to topographic constraints.
- Intersection improvements listed for Cairns Western Arterial at the Barron River should allow for adequate pedestrian and cycling crossing facilities. Temporary modified line marking to allow for wider shoulders for bicycle use (approx. 1m) has been undertaken on the main bridge.
- Smithfield Village Drive ($6M) for completion in 2010/2011: This road will be fully funded and controlled by the State. It is understood that this link will alleviate pressure on the Captain Cook Highway in the vicinity of Smithfield.

Council Network

- Planning of the Machans Beach - Holloways Beach pathway is currently on hold with a direct link between the communities unlikely to eventuate. The most likely connection point would be adjacent to the Captain Cook Highway as identified on the Principal Cycle Network for FNQ (TMR).
- All road and bridge upgrades should include sealed shoulders or bicycle lanes to the appropriate standard where appropriate.
- Although funding is available for the development and improvement of Mossman Gorge Road (including the potential provision of off-road bicycle facilities), Council indicated that there are a number of issues that need to be resolved prior to its implementation.
5.4.2. **CRC Capital Works Program**

Council’s draft Capital Works Program for 2009/2010 to 2013/2014 provides a list of transport related projects for bridge, pedestrian / cycle, kerb and channel, roads, street lighting, traffic and transport infrastructure – some of which will and should provide for walk and cycle integration.

**Footpath / Bikeway Infrastructure**

- Footpath at road bend of De Jarlais Street / Yara Street ($690K) (completion 2009-10).
- Cairns CBD cycling and walking circuit ($900K) (completion 2009/2010).
- Cairns CBD to Aeroglen bikeway ($6.1M) (completion 2010-11).

**Road Infrastructure**

- Lake St to Airport Rd Connection ($1.2M) for completion in 2010/2011: Final concept not been established, however, for all options, pedestrian and cyclist facilities will be provided. This will align with the ‘Cairns Transit Network Study’ (in progress – TMR).
- Cairns CBD Streetscape Masterplan ($1.2M) for completion in 2010/2011: Provision for bicycle lanes between the through traffic lane and kerbside diagonal parking proposed. Mid-block pedestrian crossings on collector streets also proposed.
- Beach suburb access to Holloways, Machans and Yorkeys Knob: Opportunity for cyclist and pedestrian infrastructure.
- Palm Cove Boulevard ($360K) for completion in 2009/2010: Palm Cove Boulevard will become the main vehicle entrance to Palm Cove.
- Redlynch Intake Road ($2.6M) for completion in 2009/2010: road shoulder upgrade (section to be advised).
6. **CONSULTATION**

6.1. **Introduction**

The local community was a valuable source of information to determine conditions, needs and opportunities for walking and cycling in the Cairns Region.

A consultation program was conducted to encourage local residents, community interest groups and other stakeholders to ‘have their say’. Many different stakeholders participated and a wide range of feedback was received.
The consultation program involved the following activities:

- **Public Awareness Campaign**: Promotion of the study to encourage public input from all communities, via features in the local media and Council’s website, poster campaign in bike shops, project email link, telephone hotline, and a display at the Cairns Show in July 2009.

- **Consultation with Council Officers**: Targeted discussions with Council Officers responsible for the planning, design and maintenance of pathways and bikeways, and strategic land use planning.

- **Consultation with Elected Representatives**: Project briefing sessions with interested CRC Councillors to identify issues and needs on a Divisional basis.

- **Call for Public Submissions**: 23 public submissions were received, including a petition from Cooya Beach residents with over 400 signatures. Council’s Bicycle & Pedestrian Focus Group, and the Cairns Bicycle User Group (CBUG) also submitted a range of background information to inform the study.

- **Community Workshops**: Two workshops were held in Cairns and Port Douglas/Mossman to provide a forum for general community discussions on needs, concerns and future aspirations.

- **Community Survey**: A Community Survey distributed across the Region for local residents, clubs and visitors to complete. 133 surveys were returned for analysis.

- **Consultation with State Government**: Interviews with key State Government agencies to determine synergies with Council’s Cycling & Walking Strategy, future plans and partnership opportunities.

- **Schools Survey**: Survey of all primary and secondary schools in the Cairns Region (55 in total), to identify walking and cycling needs in school zones. 22 school surveys were returned for analysis (40%).

- **Consultation with Other Stakeholders**: Discussions with other stakeholders and special interest groups, including bike shop owners, Council’s Cycling & Pedestrian Focus Group, CBUG, JCU BUG, other cycling and walking groups, disability access advisors and representatives of the Cairns Youth Council.
This chapter presents a summary of the stakeholder feedback\textsuperscript{11}. Supporting information is contained in Appendix D.

6.2. **Community Feedback**

6.2.1. **Vision for Walking and Cycling**

Based on the community meetings, surveys and submissions, several recurring themes emerged during the consultation phase. The community’s overall ‘vision’ for the future walk and cycle network are encompassed by the following priorities:

<table>
<thead>
<tr>
<th>Community Suggestions - Priorities for Walking</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>More Paths = Fewer Gaps:</strong> The primary criticism of the existing path network is poor connectivity outside the CBD. Focus on better network coverage, continuous off-road paths along major roads, gaps, overcoming barriers, strengthening pedestrian links through residential areas and to popular destinations. This will make individual communities more permeable.</td>
</tr>
</tbody>
</table>

\textsuperscript{11} Note: Stakeholder comments are recorded as expressed by consultation participants.
## Community Suggestions - Priorities for Walking

- **Improve Safety:** Target safety improvements for all path users—hotspots are school zones, along highways and major roads, and at roundabouts/intersections/road crossings. Improve pedestrians’ personal safety through careful path location, night lighting and good visual surveillance. Avoid isolated paths where people feel unsafe.

  ![Example: Pedestrian Crossing – Woree State High School](image)

- **Quality Walking Environment:** Many participants expressed concerns about the ‘quality’ of the path network. The community is seeking more convenient, efficient and attractive walking environments e.g. enhanced path construction and maintenance, comfortable public spaces, signage and support facilities, landscape elements, recognition of pedestrian needs in transport planning.

  ![Example: Opportunities for Active Living – Wharf Street, Port Douglas](image)

- **Healthy Neighbourhoods:** Get more people walking! Extend the path network to improve the ‘walkability’ of local neighbourhoods – this will encourage more pedestrian trips and active living choices. It will also make the Region more pedestrian friendly and ultimately, more healthy and liveable. Some of the older inner suburbs were highlighted as needing new paths to create more active neighbourhoods e.g. Parramatta Park, Manoora, Mooroobool, Kanimbla.

  ![Example: Opportunities for Active Living – Wharf Street, Port Douglas](image)

- **New Walking ‘Destinations’:** Create high quality walking circuits, path loops and trails in the suburbs, integrated with destination parks and foreshore areas for recreation and fitness. Alternative ‘destinations’ to the Cairns Esplanade are needed. Southern Corridor suburbs, Redlynch Valley, Northern Beaches and the Cattana Wetlands were suggested as possible locations.
### Community Suggestions - Priorities for Walking

- **All Abilities**: Integrate universal access design features in new and upgraded paths to cater for all potential network users, including those with special mobility needs.
- **Highway Corridors**: Establish continuous, wide off-road paths along highway corridors, targeting missing links and provide more safe crossing points for pedestrians:
  - Bruce Highway (Gordonvale – Woree).
  - Captain Cook Highway (Palm Cove – CBD).
- **Safe Routes to School**: Carry out ongoing network improvements in school zones for vulnerable pedestrians and cyclists.

### Community Suggestions – Priorities for Cycling

- **Improve Safety**: Safety is a major disincentive for cycling in the Cairns Region. Various measures were suggested to improve safety, from better construction and maintenance standards, to reduced traffic speeds, targeting accident blackspots, providing safer routes to school, car parking strategies and increasing infrastructure funding.
- **Make More Space**: Create more room for cyclists on roads and improve coverage and connectivity of on-road bikeways across the Region. Some cyclists support the implementation of ‘advisory treatments’ to formalise bicycle friendly routes on lower volume quiet parallel streets. This can be a more time and cost-effective approach without significant road works/ modification.
- **Off-Road Facilities**: Not all cyclists are confident cycling on roads with other traffic. Provide more shared and dedicated off-road paths to improve the quality and safety of Cairns’ cycling environment.
- **Complete Routes**: Overcome existing network fragmentation. Infrastructure delivery should be driven by a vision to create ‘complete’ bicycle routes and target network gaps.
- **Improve Standards**: Improve construction standards for on-road and off-road facilities to comply with Australian Standards and achieve a consistent approach across the entire network (local and state).
- **Improve Maintenance**: Improve maintenance frequencies for on-road and off-road facilities. In particular, more regular sweeping of kerbside lanes – hazardous debris causes bicycle tyre punctures.
- **Overcome Barriers on State Controlled Roads**: TMR to provide safe alternatives for cyclists negotiating major roundabouts, intersections, bridge crossings and arterial roads. The Northern Beaches roundabouts were highlighted as a priority, together with the Barron, Kamerunga and Wrights Creek Bridges. A pedestrian overpass was also suggested for the Captain Cook Highway, near Smithfield Shopping Centre.
- **Social Acceptance**: Cyclists are seeking greater recognition as legitimate road users. The Cairns Region should be a more bicycle friendly place.
- **Connecting Communities**: Establish strategic connections for longer distance cycling between communities:
  - Recreational route linking Cairns’ Northern Beaches from Machans Beach to Palm Cove.
  - Mossman – Port Douglas, Beach Villages and Daintree.
  - Gordonvale – Edmonton.
  - Edmonton – CBD.
  - Redlynch Valley and surrounds (cane rail and creek corridors).
**Community Suggestions – Priorities for Cycling**

- **Safe Routes to School:** Carry out ongoing network improvements in school zones for vulnerable cyclists and pedestrians, and build on the success of the local ‘Bike Bus’ program demonstrated by Trinity Park State School.

- **Highway Corridors:** Establish continuous on-road bike lanes/ widened shoulders and wide off-road paths (e.g. 3m wide) along highway corridors, supported by safe crossing points:
  - *Bruce Highway* (Gordonvale – Woree).
  - *Captain Cook Highway* (Palm Cove – CBD).

**Community Vision for Continuous Off-Road Paths along Highway Corridors – Example / Indicative Only**

- **CBD Access:** Improve permeability of the Cairns CBD with continuous and direct on-road bike routes, connecting from the north, south and west.

**Example: Bicycle Commuter in Cairns CBD**

- **Sustainability:** Increase investment in the walk and cycle network to support Council’s commitment to sustainable growth, and safeguard the Region’s environment and liveability.

- **Tourism Profile:** Increase investment in the walk and cycle network to support its tourism profile and is inclusive of visitors’ needs. Position the Cairns Region as a premier destination for cycling through network development, information, marketing and integration with tourism and nature-based destinations e.g. mountain biking, bushwalking trails.
OTHER COMMUNITY SUGGESTIONS

Other community suggestions to support network development and promote walking and cycling were:

<table>
<thead>
<tr>
<th>Community Suggestions – Other Initiatives</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Signage and Wayfinding:</strong> Stronger visual definition of the network is required.</td>
</tr>
<tr>
<td>Implement a signage and wayfinding strategy to improve network legibility for residents and visitors. There are inconsistencies in the current approach, with a mix of old and new signs, and limited direction and distance information is displayed. Related suggestions were:</td>
</tr>
<tr>
<td>- Deploy local area maps at strategic locations across the network.</td>
</tr>
<tr>
<td>- ‘Branding’ of major recreational / tourist routes.</td>
</tr>
<tr>
<td>- Improve network safety and legibility for tourists, foreign students and other vulnerable users, particularly for on-road cycling. Use road pavement logos (e.g. arrows), directional signage and other recognisable symbols on major routes to minimise unsafe cycling practices.</td>
</tr>
<tr>
<td>- Integrate ‘active living’ themes with network signage on popular walking circuits e.g. 10,000 steps.</td>
</tr>
<tr>
<td>- Signs showing detours/ alternate routes around major barriers.</td>
</tr>
</tbody>
</table>

| **Cairns Walking and Cycling Guide:** Review Council’s walking and cycling guide maps (published 2005), which is an important source of information for residents and visitors: |
| - Extend coverage to Douglas Shire area. |
| - Update location of existing off-road and on-road facilities. |
| - Show existing facilities and location of recognised ‘bicycle friendly’ routes e.g. quiet parallel roads, short cuts. |
| - Present guide in useable format for those ‘on the go’ e.g. compact booklet, series of maps for different areas. |
| - Provide additional information on road rules, walking / cycling tips and key destinations. |

| **Support Facilities:** Provide good support facilities to encourage walking and cycling. |
| - Improve ‘end of trip’ facilities for cyclists and pedestrians at their destinations, and ‘on route’ facilities to support major walk and cycle routes e.g. shade, rest stops, seating, drinking water, maps. |
| - Increase supply of bicycle parking racks in high use precincts to meet public demand. |
| - Deploy undercover bicycle parking hubs with secure bike lockers e.g. CBO, Cairns Central, Stocklands Shopping Centre, Smithfield Shopping Centre, Cairns Airport. |
| - Establish a bicycle centre in the CBD for with showers, change rooms and secure bicycle parking to support bicycle commuting in Cairns’ sub-tropical climate (based on the Brisbane Bicycle Centre). |
### Community Suggestions – Other Initiatives

**Green Bike Lane Treatment:** Continue roll-out of green bike lanes at strategic locations.

Many participants agreed that implementation of green bike lanes was a welcome addition to the Region’s bicycle network. However, a number of cyclists raised concerns about safety in wet weather (slippery surface), high cost, maintenance and consistency in application. It was generally agreed that green bike lanes are highly effective in heavy traffic situations (e.g. arterial roads), at major intersections / roundabouts and potential conflict points to reinforce the cyclists’ operating space.

<table>
<thead>
<tr>
<th>Integration with Public Transport:</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Connect walk and cycle routes with major public transport nodes (existing and future).</td>
</tr>
<tr>
<td>- Provide end-of-trip facilities for cyclists at major public transport nodes.</td>
</tr>
<tr>
<td>- Future public transport planning should emphasise modes which can best accommodate cyclists e.g. light rail.</td>
</tr>
<tr>
<td>- Trial a ‘bikes on buses’ scheme in Cairns with bike racks mounted on the front of buses.</td>
</tr>
</tbody>
</table>

In response to community suggestions above, TMR note that the following:

- Bikes on Buses - Similar schemes trialled in other communities have been problematic. Notwithstanding, ‘bikes on buses’ may still be a viable concept for Cairns providing the logistics are well planned and have the support of the community, service provider, Council and the State.

- Light Rail – Although some modes may better accommodate cyclists (e.g. light rail), it does not necessary mean that bicycles will be permitted on board. For example, bicycles are not permitted on the Brisbane train network during peak times due to passenger congestion at platforms and on board.

**Sustainable Transport Officer:** Establish a new or expanded role within Cairns Regional Council.

- Promote Cairns as an accessible, active and healthy Region.
- Single point of contact for pedestrian and cycling matters.
- Coordinate walk and cycle infrastructure delivery, and integration with other Council projects.
- Promote initiatives to change travel behaviour and increase the number of households who walk, cycle, car pool or use public transport for at least some of their journeys.
- Conduct awareness and education programs for the community.
### 6.2.2. Problem Spots for Walking and Cycling

A number of blackspot locations for walking and cycling were consistently identified during the consultation phase. These are summarised below in no particular order, including the general nature of the problem and solutions suggested by the community.

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Resp.</th>
<th>Problems Identified by Community</th>
<th>Solutions Suggested by Community</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CAIRNS CBD AND INNER SUBURBS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| 1    | Cairns Esplanade and Lagoon Precinct | Local | - Very high activity zone with a diverse mix of user groups.  
- Conflicts arising from pedestrian and cyclist interaction on busy shared paths. | - Full separation of cyclists and pedestrians.  
- More path lighting. |
| 2    | Spence Street, Cairns | Local | - Variable conditions for on-road cycling from high quality bike lanes which disappear, to narrow, bumpy road shoulders, conflicts with angled parking and rough rail line crossings. | - Continuous high quality bike lane into CBD.  
- Convert angled parking to parallel configuration, to accommodate a bike lane. |
| 3    | Sheridan Street, Cairns / Cairns North | State | - Major corridor for commuter cyclist access into the CBD – conditions for on-road cycling are variable from good to poor, with inconsistent design treatments. | - Continuous high quality bike lane into CBD or quieter parallel routes with lower traffic volumes. |
| 4    | Lake Street, Cairns | Local | - Existing on-road bike lanes are poor – bumpy surface, patchy edge lines, potholes, faded logos. | - Upgrade on-road bike lanes to provide consistent standard of facility. |
| 5    | Collins Ave, Edge Hill | Local | - Unfriendly pedestrian environment near The Tanks / Botanic Gardens precinct.  
- Poor path continuity, paths end abruptly, missing sections and lack of safe crossing points; pedestrians forced to cross a busy road. | - Continuous off-road path required on one side of Collins Ave.  
- Safe crossing points for pedestrians. |
| 6    | McCormack / Pease / Anderson Streets | State | - Dangerous conditions for on-road cycling. | - Widen narrow bike lanes.  
- Provide full continuity of on-road bike lanes into CBD. |
| 7    | Mulgrave Road, Earlville / Westcourt / Parramatta Park | Local | - Missing links and poor continuity of off-road paths for pedestrians. | - Continuous off-road paths required linked to safe crossing points. |
| **WESTERN SUBURBS** |
| 8    | Kingsford Street / Dodd Court, Westcourt | Local | - Public safety concerns for isolated paths along creek corridor. | - Lighting, path maintenance, increased policing, vegetation management. |
| 9    | Givens Street, Westcourt | Local | - Footbridge at Givens Street has collapsed – important link for Balaclava School catchment area. | - Repair footbridge to support important pedestrian/ cyclist desire line. |
| 10   | McManus Street, Whitfield | Local | - Hazardous squeeze points for on-road cycling.  
- Missing links in off-road path system near primary school | - Continuous on-road and off-road facilities. |
<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Resp.</th>
<th>Problems Identified by Community</th>
<th>Solutions Suggested by Community</th>
</tr>
</thead>
</table>
| 11   | Redlynch Intake Road, Redlynch | Local | - Popular recreational cycling route but no room on road shoulders south of The Rocks Road.  
- No formal provisions for pedestrians, cyclists and other vulnerable users, separated from vehicular traffic. | - Widened shoulders to provide on-road bike for full length of road to Crystal Cascades.  
- Provision for shared off-road facility desirable as a long term goal. |
| 12   | Brinsmead-Kamerunga Road / Reservoir Road | State | - Busy corridor for on-road cycling, variable bike lane widths and continuity, debris in road shoulder.  
- Green bike lanes removed. | - Consistent road shoulder widths and continuous high quality bike lane.  
- More frequent maintenance/ sweeping of road shoulders. |
| 13   | Brinsmead Road, Freshwater | Local | - High speed, narrow, busy corridor with no formal provision for cyclists and pedestrians. | - Off-road link between Brinsmead and Freshwater that avoids Brinsmead Road. |
| 14   | Stratford Connection Road, Brinsmead | State | - Existing on-road bike lanes are narrow and reduce to nothing at various locations. | - Increase shoulder width in both directions to establish continuous and consistent on-road bike lanes. |
| 15   | Kamerunga Bridge, Kamerunga | State | - Hazardous for cyclists – no road shoulder. | - Upgrade old Barron River bridge as alternative access for cyclists and pedestrians. |
| 16   | Bruce Highway/ Ray Jones Drive intersection, Woree | State | - Hazardous for cyclists making right turn across 4 lanes of traffic.  
- No bike lane provided. | - Fully separated off-road facility adjacent to highway linking to CBD bike lanes. |
| 17   | Bruce Highway, Woree | State / Local | - Missing link in off-road path on eastern side of highway between Forest Gardens and Woree. Pedestrians, including school children, regularly walk along the cane rail line. | - Continuous off-road path along Bruce Highway from Mount Peter to Woree. |
| 18   | Bruce Highway, White Rock | State | - Insufficient crossing points of Bruce Highway for pedestrians and cyclists at White Rock. | - More safe crossing points required. |
| 19   | Tooogood Road, Woree – Bayview Heights | Local | - Existing on-road lanes start and stop – dangerous for on-road cycling along heavily trafficked corridor. | - Continuous on-road bike lanes to provide inter-suburban connector. |
| 20   | Mill Road, Edmonton Town Centre | Local | - Dangerous crossing point for pedestrians and cyclists across 4 lanes of traffic at Mill Road roundabout, instead of using signalised crossing at Bruce Highway intersection.  
- Bicycle lanes not clearly marked and traffic volumes are increasing with population growth. | - Upgrade on-road and off-road facilities on Mill Road.  
- Additional safe crossing points of Mill Road. |

12TMR advises that shoulder lanes were widened, and traffic lane widths reduced, to make more space for bicycle access across the bridge in 2009.

13TMR advises that cyclists can utilise the pedestrian phase at the signalised intersection for safe passage into Ray Jones Drive.
<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Resp.</th>
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<th>Solutions Suggested by Community</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td>Mann Street, Edmonton</td>
<td>Local</td>
<td>- Very busy route outside Hambledon State School.</td>
<td>- Off-road path needed to support growing population.</td>
</tr>
</tbody>
</table>
| 22   | Bruce Highway, Gordonvale - Edmonton | State | - Gordonvale to Edmonton section is very dangerous for highway cycling – no space on road shoulder.  
- More cyclists using this route with population growth in Gordonvale. | - Increase width of highway shoulders on both sides. |
| 23   | Wrights Creek Bridge, Mount Peter | State | - Hazardous for cyclists – high speed zone, no road shoulder, no separation distance from highway traffic. | - Decrease speed zone on approaches to bridge.  
- Provide more road width for a bike lane in each direction (short term).  
- Separate crossing for cyclists attached to side of bridge (long term). |

**Smithfield and Northern Beaches**

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Resp.</th>
<th>Problems Identified by Community</th>
<th>Solutions Suggested by Community</th>
</tr>
</thead>
</table>
| 24   | Captain Cook Highway Roundabouts, Northern Beaches | State | - Very hazardous squeeze points for cyclists – Trinity Beach roundabout highlighted as a major blackspot. (Note: TMR is addressing this issue).  
- High speed differential with no separation from highway traffic. | - Fully separated off-road access for safe bicycle passage through roundabouts. |
| 25   | Captain Cook Highway, Smithfield Shopping Centre | State | - High risk activity where pedestrians and cyclists cross the highway between Smithfield Shopping Centre and Mount Milman Street (no designated crossing point), in favour of using nearby underpass.  
- Existing underpass - personal safety concerns and lack of convenience are disincentives for use. | - Pedestrian/cyclist overpass. |
| 26   | Williams Esplanade, Palm Cove | Local | - Very popular precinct for residents and tourists, but no pathway provided on the beach side, just an informal track – not adequate to service high pedestrian flow as well as prams, wheelchairs and bikes. | - Wide recreational path for shared path needed on the beach side, for full length of Williams Esplanade. |
| 27   | Arlington and Upolu Esplanades, Clifton Beach | Local | - Clifton Beach esplanades are not safe for cyclists and pedestrians due to growing traffic volumes and bus route. | - Create slow shared zone between the two esplanades so cyclists and pedestrians can safely enjoy this space (similar to Palm Cove).  
- Reduce the number of vehicles, reduce speeds, reroute buses, and close road to vehicle traffic at Deadman’s Gully (retaining pedestrian/ bicycle link). |
<p>| 28   | Barron River Bridge, Machans Beach | State | - No space on road shoulder – squeeze point for highway cycling. | - Separate crossing for cyclists e.g. cantilevered off existing bridge structure. |
| 29   | Airport Drive, Aeroglen | State | - No provision for pedestrian crossing at signalised intersection with Captain Cook Highway. | - Provide pedestrian phase at signals to establish safe crossing point. (Note: to be included in future TMR upgrade). |</p>
<table>
<thead>
<tr>
<th>Ref.</th>
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<th>Resp.</th>
<th>Problems Identified by Community</th>
<th>Solutions Suggested by Community</th>
</tr>
</thead>
</table>
| 30   | Gorge Road, Mossman              | Local | • Existing road shoulder lane for shared cycle/pedestrian use terminates at Tara Hills Road. Unsafe conditions along this popular 4km route for tourists and local residents travelling to Mossman Gorge and Aboriginal community. | • Widened road shoulders to Mossman Gorge.  
• Full off-road facility desirable in the long term. |
| 31   | Captain Cook Highway, Mossman – Port Douglas | State | • Unsafe conditions on highway between the two communities for commuter and sports cyclists. | • Widened road shoulders on both sides.  
• Full off-road facility desirable in the long term e.g. via rail corridor. |
| 32   | Port Douglas Road                | State / Local | • Off-Road: Existing path does not provide a high quality connection into the town centre for residents and visitors. Personal safety concerns at night and crossing busy road.  
• On-Road: Some poor conditions for on-road cycling along this major desire line, with non-existent road shoulders at southern end.  
• International tourists cycling on-roads into oncoming traffic / wrong direction. | • Upgrade off-road path – path maintenance, lighting, vegetation management, wayfinding signage, safe crossing points of Port Douglas Road.  
• Consistent road shoulder widths and continuous high quality bike lane into Town Centre for commuters and tourists.  
• Clearly visible signage, pavement logos and directional arrows – symbology that can be easily understood by non-English speaking visitors.  
• Improve access through, and crossings at roundabouts – Port Douglas State School / Rainforest Habitat precinct is a priority. |
| 33   | Macrossan Street, Port Douglas   | State | • Existing on-road bike lanes are in poor condition with faded logos – higher level of service required for this major cycling desire line. | • Upgrade on-road bike lanes for full length on Macrossan Street.  
• Extend bike lanes to esplanade and Four Mile Beach. |
| 34   | Warner Street, Port Douglas      | Local | • Poor environment for pedestrians, no space, access required to local shops/services. | • Integrated solution required which address road drainage, parking provisions and pedestrian access issues. |
Problem Spots for Walking and Cycling - Examples

- Sheridan St, Cairns (Site 3)
- Lake St, Cairns (Site 4)
- McManus St, Whitfield (Site 10)
- Redlynch Intake Rd, Redlynch (Site 11)
- Kamerunga Bridge (Site 15) (Note: shoulders widened in 2009)
- Wrights Creek Bridge (Site 23)
- Williams Esplanade, Palm Cove (Site 26)
- Gorge Rd, Mossman (Site 30)
- Port Douglas Rd, Port Douglas (Site 32)
- Warner Street, Port Douglas (Site 34)
### 6.2.3. Other Priority Routes

Further to the problem spots above, the community suggested a long list of other locations for new or upgraded infrastructure. The most frequently nominated routes were:

<table>
<thead>
<tr>
<th>Routes Suggested by Community</th>
<th>Suburb</th>
<th>Resp.</th>
<th>Community Rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cairns CBD and Inner Suburbs</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City recreational loop from Esplanade to Edge Hill and Botanic Gardens</td>
<td>Cairns North / Edge Hill</td>
<td>Local</td>
<td>Off-road, important for recreation and tourism.</td>
</tr>
<tr>
<td>Lily Creek path</td>
<td>Cairns North</td>
<td>Local</td>
<td>Upgrade existing path (Note: to be addressed by CBD Walking &amp; Cycling Circuit Project)</td>
</tr>
<tr>
<td>Formalise quiet, low-key routes for bike access into the CBD – Mann St, Minnie St, Little Spence St, Fearnley St</td>
<td>Cairns</td>
<td>Local</td>
<td>On-road, signage, advisory treatments, road crossings. Parallel route options to busy main roads.</td>
</tr>
<tr>
<td>Lake Street – extend north to Airport Drive.</td>
<td>Cairns North</td>
<td>Local State</td>
<td>Future ‘short-cut’ to airport and mangrove boardwalk from CBD (Note: in planning with public transit study)</td>
</tr>
<tr>
<td>Greenslopes Street</td>
<td>Edge Hill</td>
<td>Local</td>
<td>Continuous off-road link from Edge Hill - Esplanade.</td>
</tr>
<tr>
<td>McCoombe Street</td>
<td>Bungalow</td>
<td>Local</td>
<td>On-road bike route to Little Spence St via footbridge – avoids busy corridors.</td>
</tr>
<tr>
<td><strong>Western Suburbs</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Irene, Downing, Carnation and Kingstord Streets</td>
<td>Earlville</td>
<td>Local</td>
<td>Off-road, missing links.</td>
</tr>
<tr>
<td>Long Street / Shang Street</td>
<td>Moorooool</td>
<td>Local</td>
<td>Off-road, surrounding precinct would benefit.</td>
</tr>
<tr>
<td>Balaclava Road</td>
<td>Moorooool</td>
<td>Local</td>
<td>Continuous on-road bike lanes.</td>
</tr>
<tr>
<td><strong>Redlynch Valley and Surrounds</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Freshwater Creek</td>
<td>Redlynch - Kamerunga</td>
<td>Local</td>
<td>Off-road recreational paths and trails</td>
</tr>
<tr>
<td>Cane rail lines</td>
<td>Redlynch</td>
<td>Local State</td>
<td>As above</td>
</tr>
<tr>
<td>Goombura Park</td>
<td>Brinsmead</td>
<td>Local</td>
<td>Off-road recreational link from Goombura Park to Freshwater Creek between Brinsmead and Redlynch.</td>
</tr>
<tr>
<td>Kamerunga Road (Stratford Connection Road)</td>
<td>Freshwater - Stratford</td>
<td>State</td>
<td>Narrow bike lanes – upgrade and widen. Off-road requires better continuity of paths.</td>
</tr>
<tr>
<td><strong>Southern Corridor, Gordonvale, Rural Villages</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bruce Highway</td>
<td>Edmonton</td>
<td>Local State</td>
<td>Off-road, missing link Petersen Rd to Caravan Park</td>
</tr>
<tr>
<td>Petersen Road</td>
<td>Edmonton</td>
<td>Local</td>
<td>New off-road paths and on-road bikeways.</td>
</tr>
<tr>
<td>Mt Peter Road</td>
<td>Edmonton</td>
<td>Local</td>
<td>On-road access to Mt Peter Township and Gordonvale.</td>
</tr>
<tr>
<td>Farmer Street</td>
<td>Edmonton</td>
<td>Local</td>
<td>Off-road, important pedestrian desire line, no paths, high traffic volumes.</td>
</tr>
<tr>
<td>Robert Road</td>
<td>Bentley Park</td>
<td>Local</td>
<td>Off-road, missing links.</td>
</tr>
<tr>
<td>Hardy Road</td>
<td>Mt Sheridan / Bentley Park</td>
<td>Local</td>
<td>On-road/ widening and off-road - important link between Mt Sheridan and Bentley Park.</td>
</tr>
<tr>
<td>Kambara St, Progress Rd South, Khalu Park Path, Hollywood Boulevard</td>
<td>White Rock</td>
<td>Local</td>
<td>Off-road, important missing links in local path system.</td>
</tr>
<tr>
<td>Hightleigh Road</td>
<td>Gordonvale</td>
<td>Local</td>
<td>Off-road, missing link/ connection to main street.</td>
</tr>
<tr>
<td>Routes Suggested by Community</td>
<td>Suburb</td>
<td>Resp.</td>
<td>Community Rationale</td>
</tr>
<tr>
<td>-------------------------------</td>
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<td>---------------------</td>
</tr>
<tr>
<td><strong>SMITHFIELD AND NORTHERN BEACHES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Captain Cook Highway</td>
<td>Smithfield – Cairns North</td>
<td>Local State</td>
<td>Off-road adjacent to highway, missing link, including blackspot (Barron River crossing)</td>
</tr>
<tr>
<td>McGregor Road</td>
<td>Smithfield</td>
<td>Local</td>
<td>On-road bikeway to JCU, bungee jumping and mountain biking.</td>
</tr>
<tr>
<td>Cheviot Street</td>
<td>Smithfield</td>
<td>Local</td>
<td>Off-road path, important school link.</td>
</tr>
<tr>
<td>Recreational link to Cattana Wetlands</td>
<td>Smithfield</td>
<td>Local</td>
<td>Important destination in future for recreation and environmental interpretation.</td>
</tr>
<tr>
<td>Cedar Road</td>
<td>Palm Cove</td>
<td>Local</td>
<td>Off-road path, missing link, important desire line to esplanade, pedestrians walk on road.</td>
</tr>
<tr>
<td>Varley Street</td>
<td>Yorkeys Knob</td>
<td>Local</td>
<td>Renewal of shared on-road facility</td>
</tr>
<tr>
<td>Dunne Road</td>
<td>Yorkeys Knob</td>
<td>Local</td>
<td>Cycle/ pedestrian provisions needed with future road upgrade – access to Smithfield SMS, inter-suburban link.</td>
</tr>
<tr>
<td>Poolwood Road</td>
<td>Kewarra Beach</td>
<td>Local</td>
<td>On-road and off-road, missing links.</td>
</tr>
<tr>
<td>Machans Beach – Holloways Beach</td>
<td>-</td>
<td>Local State</td>
<td>Dedicated bridge connection between beaches for pedestrians/ cyclists only.</td>
</tr>
<tr>
<td><strong>MOSSMAN AND COASTAL VILLAGES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Captain Cook Highway</td>
<td>Mossman South</td>
<td>Local</td>
<td>Off-road, missing links between Mossman South and town centre.</td>
</tr>
<tr>
<td>Johnston Road</td>
<td>Mossman</td>
<td>Local</td>
<td>Off-road, upgrading narrow paths.</td>
</tr>
<tr>
<td>Cooya Beach Road / Bonnie Doon Road – off-road path connection to Mossman</td>
<td>Cooya Beach</td>
<td>Local State</td>
<td>No off-link between Mossman and growing Cooya Beach community. Existing path terminates at the water treatment plant, north of Mossman.</td>
</tr>
<tr>
<td>Bougainvillea Street</td>
<td>Cooya Beach</td>
<td>Local</td>
<td>On-road, road shoulder widening and reseal for esplanade shared zone – cars, bikes, pedestrians.</td>
</tr>
<tr>
<td>Bonnie Doon Road</td>
<td>Bonnie Doon</td>
<td>Local</td>
<td>On-road, widen road shoulders.</td>
</tr>
<tr>
<td>Mossman-Daintree Road – off-road path connection to Mossman</td>
<td>Newell Beach</td>
<td>Local State</td>
<td>No off-link between Mossman and Newell Beach community. Existing path terminates at Syndicate Road. Extend link north to Miallo and Daintree in the long term.</td>
</tr>
<tr>
<td>Newell Road</td>
<td>Newell Beach</td>
<td>Local</td>
<td>On-road, renewal of bike lanes, widen road shoulders.</td>
</tr>
<tr>
<td><strong>PORT DOUGLAS AND SURROUND</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Esplanade</td>
<td>Port Douglas</td>
<td>Local</td>
<td>Off-road, popular activity precinct would benefit from pathway along foreshore reserve to Four Mile Beach.</td>
</tr>
<tr>
<td>Wharf Street</td>
<td>Port Douglas</td>
<td>Local</td>
<td>On-road bikeway link to Marina.</td>
</tr>
<tr>
<td>Ulysees Avenue / Nautilus Street</td>
<td>Port Douglas</td>
<td>Local</td>
<td>Off-road, missing links in school catchment and improve road crossings.</td>
</tr>
<tr>
<td>Path connection from Craiglie south to the ‘Bump Track’ via Captain Cook Highway to Mowbray River Road.</td>
<td>Craiglie</td>
<td>Local State</td>
<td>The Bump Track is a popular trail for walking, mountain biking and horse riding, and forms part of Mowbray National Park.</td>
</tr>
</tbody>
</table>
6.3. Schools

There are 55 schools located in the Cairns Region (primary and secondary). As part of this study, all school principals were invited to complete a survey on behalf of their students. The survey sought to determine:

- Modal share for walking and cycling to school;
- Promotion of walking and cycling within schools;
- Principal desire lines and problem locations/ safety blackspots; and
- Priorities for new and upgraded paths/ bikeways in school catchments.

A response rate of 40% was registered, with 22 schools participating in the survey. These were:

- Bentley Park College
- Daintree State School
- Djarragun College
- Edge Hill State School
- Gordonvale State High School
- Isabella State School
- McDonnell Creek State School
- Mirriwni State School
- Mother of Good Counsel School (North Cairns)
- Our Lady Help of Christians School (Earlville)
- Parramatta Park State School
- Port Douglas State School
- Redlynch State School
- St Augustine’s College (Cairns)
- St Mary’s Catholic College (Woree)
- St Michael’s School (Gordonvale)
- Trinity Anglican School (Kewarra Beach)
- Trinity Anglican School (White Rock)
- White Rock State School
- Woree State High School
- Yorkeys Knob State School
- Whitfield State School

Although feedback was limited, it provides useful insight to safety perceptions and facility needs for the school population. Full survey results are contained in Appendix D.

Salient findings of the survey were:

- In 2009, 33% of students walk or cycle to school on a daily basis.
- Walking represents 21% of the modal share, compared with 12% for cycling. Travel by car is the most used mode (47%). Public transport patronage is quite low at 13%. 
60% of schools reported that the proportion of students walking to school remained stable between 2004-2009, while 23% recorded a decline.

Cycling declined at 9 of the schools surveyed between 2004-2009, whilst 11 schools recorded 'no change' and 2 experienced an increase.

Levels of walking and cycling to school vary considerably across the Region. Highest rates were recorded at:

- **Walking** - White Rock SS (75%), Woree SHS (70%), Yorkeys Knob SS (40%) and Our Lady of Help Christians School (40%).
- **Cycling** - Daintree SS (77%), Yorkeys Knob SS (35%), Bentley Park College (25%) and Edge Hill SS (20%).

The primary barriers for walking and cycling to school are:

- Distance is too great (20%)
- Too dangerous – particularly for schools located on highways (18%)
- Other forms of transport more convenient (17%)
- Traffic volumes / speed (14%)

Hot weather and laziness were also noted as disincentives for walking and cycling.

73% of respondents do not encourage their students to walk or cycle to school, primarily due to safety concerns.

### 6.4. **State Government Agencies**

Liaison was undertaken with several State Government agencies to invite their comments on:

- The existing walk and cycle network – issues, opportunities, constraints.
- Future needs for walking and cycling in the Region from each agency’s perspective.
- Potential partnership opportunities e.g. infrastructure delivery, funding, programs.

Outcomes of the consultation are summarised overleaf.
Department of Transport and Main Roads (TMR)

- TMR provided information and assistance throughout the course of this study in respect to their strategic planning activities, infrastructure programming and integration opportunities with the local walk and cycle network.
- These matters are documented throughout this report.

Department of Communities - Sport & Recreation Services (SRS)

- SRS strongly supports network improvements that target new opportunities for active recreation and health (i.e. go beyond a transport function).
- Paths and bikeways are valuable community assets which add to the Region’s social capital.
- The network should cater for a wide range of user groups and capabilities.
- Ensure the network is well connected to major sport and recreation venues, popular parks and walking tracks e.g. Red Arrow.
- The Southern Corridor is the priority – integrate paths with parks/ open space where the street network is less conducive to walking and cycling trips.
- An unmet need in the Region is high quality ‘destinations’ for walking and cycling in the suburbs i.e. path circuits with scenic amenity, lighting, linking to points of interest.
- Existing paths located along drainage easements and creeks create personal safety concerns e.g. Manunda, Kanimbla, Redlynch.

Queensland Police Service – Cairns Bike Squad (QPS)

- Problems and hazards regularly observed by the QPS are:
  - Highest rate of conflicts in the CBD – mix of cars, buses, cyclists and pedestrians.
  - Reduced tolerance amongst motorists to ‘share the road’ and more road rage.
  - Foreign visitors cycling on the wrong side of the road.
  - Local cyclists taking risks or not obeying the road rules e.g. disobeying traffic lights, risky manoeuvres, not wearing a helmet.
  - Incidence of bicycle theft is increasing.
  - Paths along creeks are problematic from a personal safety / CPTED perspective.
  - The Bruce Highway (Gordonvale-Edmonton section) is a major blackspot for cyclists.

- The QPS suggested the following actions for network improvement:
  - Create more room for safe cycling on roads.
  - Formalise bike routes into the CBD.
  - Implement bicycle safety and education programs targeting international visitors, in cooperation with accommodation providers, bike hire outlets and language colleges.
  - Provide additional secure bicycle parking facilities e.g. bicycle lockers.
  - Avoid path construction in isolated areas.

14 Crime Prevention Through Environmental Design.
Queensland Health (QHealth)

- QHealth strongly supports the creation of more active and healthy communities, through Council’s ongoing development of the walk and cycle network.
- Vulnerable/target groups needing to increase their physical activity levels are: older people; parents with infants; people with disabilities; ATSI persons; and pockets of social disadvantage e.g. Manunda, Manoora.
- QHealth suggested the following actions for network improvement, which will benefit physical activity outcomes in the Cairns Region:
  - Walking circuits in high growth Southern Corridor suburbs for everyday users.
  - Additional crossing points of major roads and highways to remove barriers.
  - Better network connectivity, targeting missing links e.g. Smithfield – CBD.
  - Opportunities for exercise with dogs.
  - Design features for universal access e.g. pram ramps, holding rails.
  - Better network legibility, signage and interpretation e.g. direction and distance information, network maps.
- QHealth strongly supports Council and inter-agency partnerships to maximise community benefits and optimise use of resources.

Education Queensland (EQ)

- EQ advised that Mount Peter is the focus for education planning in the Cairns Region. Infrastructure needs will be dealt with separately under the master planning process.
- No other substantial growth areas warrant new school development within the life of this Strategy.
- Strengthening walk and cycle links to the recently opened Isabella State School is desirable.

Tourism Queensland (TQ)

- For marketing purposes, TQ promotes the Cairns Region as a destination to experience ‘adventure and nature’s playground’.
- TQ has observed growing visitor interest in nature-based recreation activities such as mountain biking (MTB) and cycling.
- Within the urban area, walking and cycling infrastructure is primarily an asset to the local community, but is also appreciated by visitors.
- TQ supports an approach that synchronises strategic cycle routes and events across the broader region, particularly where they benefit the local economy, for example:
  - Long distance bicycle touring routes to Port Douglas and Kuranda;
  - Integration with MTB hubs and rail trails in the Tablelands; and
  - Links to adventure tourism destinations.
- TQ supports the concept of a recreational route between the Northern Beaches, subject to feasibility investigations and investment in quality ‘on-route’ and ‘end of trip’ facilities.
The Cairns CBD would benefit a ‘city loop’ offering a short-mid range walking/cycling circuit that could be enjoyed by residents and visitors, linking to points of interest e.g. Esplanade, Botanic Gardens, Edge Hill.

There is potential to strengthen partnerships between local and state government to achieve shared goals, and to realise the combined aims of an integrated walk and cycle network.

6.5. Public Display of Draft Strategy

The Draft Cycling & Walking Strategy was placed on public display from 17 May to 25 June 2010. The Draft Report and Maps were available for viewing at Council’s Customer Service Centres (Cairns and Mossman), libraries and via download from Council’s website. Information was also displayed at the Port Douglas Carnivale Beach Day on Saturday 29 May 2010.

Newspaper articles to promote the Public Display were featured in the ‘Council Corner’ in The Cairns Post on 15 May, 22 May and 29 May, in The Cairns Sun on 19 May and 2 June, and in the Port Douglas and Mossman Gazette on Thursday 27 May 2010.

In total, 18 submissions were received during the Public Display phase, as follows:

- Community – 15 submissions.
- CRC Councillors – 1 submission.
- State Government – 2 submissions:
  - Department of Communities – Sport & Recreation Services; and
  - Department of Transport & Main Roads.

All submissions were assessed by Council and the study team, to assist with finalisation of the Strategy.

Overall, the feedback was very positive with most respondents supporting implementation of study recommendations to:

- Deliver enhanced outcomes for walking and cycling across a range of trip purposes.
- Contribute to the Cairns Region’s outdoor lifestyle, physical activity and community connectivity.
7. **NEXT STEPS**

7.1. **Strategic Directions**

Based on a synthesis of this background research and stakeholder feedback, the following strategic directions have been formulated to guide forward planning:

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*the Cairns Region’s future walk and cycle network will:*

- Continue to create a more bicycle and pedestrian friendly Region for residents and visitors.
- Provide for, and go beyond a transport function.
- Incorporate active recreation and healthy living principles into infrastructure planning and delivery.
- Focus on safe, complete routes linking people with their destinations, within and between communities.
- Achieve better permeability of the CBD and individual suburbs for pedestrians and cyclists.
- Be accessible for all abilities.
- Successfully integrate with the Mount Peter Township, other urban expansion areas, the Principal Cycle Network for FNQ, and major infrastructure projects.
- Provide more sustainable travel choices and help reduce the Region’s carbon footprint.
- Address the growing interest in major walking and cycling routes which showcase the Region’s tropical character, natural attractions and tourism appeal.
- Be developed within the capacity of available budgets and aligned with new funding opportunities.

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7.2. **Part B – Updated Network Plan**

Findings from the background research, site investigations and stakeholder consultation presented in this report were fully assessed by the study team and Project Steering Committee. They provided the basis for study recommendations.

The second volume of the Cairns Cycling & Walking Strategy Review is presented separately in Part B – Network Plan 2010-2030. It contains the design guidelines, standards of service, updated works program, network maps and funding strategy.
Appendix A – Demographic Analysis
1. Current Population

The estimated resident population of the Cairns Region at 30 June 2007 was 152,137\(^{15}\). According to ABS data, the former Cairns City experienced solid growth between 2001 and 2006, increasing by almost 19,000 people at a rate of 3.0\% pa, outpacing the State average of 2.4\% pa. Marginal population growth was evident in Douglas Shire during this period, increasing by approximately 500 persons.

Table A1 – Recent Trends, 2001-2006 (Estimated Resident Population)

<table>
<thead>
<tr>
<th>LOCALITY</th>
<th>YEAR</th>
<th>ANNUAL AVERAGE GROWTH (% PA)</th>
<th>POP’N CHANGE (NO. OF PERSONS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cairns City</td>
<td>117,629</td>
<td>136,558</td>
<td>3.0%</td>
</tr>
<tr>
<td>Douglas Shire</td>
<td>10,466</td>
<td>10,947</td>
<td>0.9%</td>
</tr>
<tr>
<td>Queensland</td>
<td>3,628,946</td>
<td>4,091,546</td>
<td>2.4%</td>
</tr>
</tbody>
</table>

Source: ABS, Regional Population Growth, Australia, 2006-2007 (cat. no. 3218.0)

As shown in Table A2 below, Trinity Statistical Local Area (SLA) had the largest population base (24\% of the total), followed by the Central Suburbs (16\%), Barron (15\%) and Northern Suburbs (11\%). Based on ERP figures, no population decline occurred at the SLA level between 2001 and 2006.

Table A2 – Population by Locality, 2001-2006 (Estimated Resident Population)

<table>
<thead>
<tr>
<th>SLA</th>
<th>YEAR</th>
<th>ANNUAL AVERAGE GROWTH (% PA)</th>
<th>POP’N CHANGE (NO. OF PERSONS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barron</td>
<td>17,742</td>
<td>21,555</td>
<td>+3,813</td>
</tr>
<tr>
<td>Central Suburbs</td>
<td>21,414</td>
<td>22,961</td>
<td>+1,547</td>
</tr>
<tr>
<td>City</td>
<td>7,024</td>
<td>8,856</td>
<td>+1,832</td>
</tr>
<tr>
<td>Mt Whitfield</td>
<td>11,455</td>
<td>12,683</td>
<td>+1,228</td>
</tr>
<tr>
<td>Northern Suburbs</td>
<td>13,657</td>
<td>16,304</td>
<td>+2,547</td>
</tr>
<tr>
<td>Trinity</td>
<td>30,148</td>
<td>36,088</td>
<td>+5,940</td>
</tr>
<tr>
<td>Western Suburbs</td>
<td>11,492</td>
<td>13,117</td>
<td>+1,625</td>
</tr>
<tr>
<td>Cairns (R) – Part B</td>
<td>4,697</td>
<td>4,994</td>
<td>+297</td>
</tr>
<tr>
<td>Douglas Shire</td>
<td>10,466</td>
<td>10,947</td>
<td>+481</td>
</tr>
</tbody>
</table>

Sources:

* ABS, Regional Population Growth, Australia and New Zealand, 2001-02 (3218.0)
\# ABS, Population by Age and Sex, Australia (3235.0)

\(^{15}\) Cairns Regional Council (2009).
2. **Future Population Projections**

PIFU projections suggest that the Cairns Region’s population growth will be stronger in future, keeping pace with the State average. By 2031, the Region is forecast to reach a total resident population of 223,000 at a rate of almost 2% pa (2006-2031), representing 77% of total growth in the Far North Statistical Division.

### Table A3 – Projected Population Growth for Cairns Region (Medium Series – Total Resident Population)

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Cairns Region</td>
<td>147,538</td>
<td>168,297</td>
<td>182,684</td>
<td>195,540</td>
<td>208,532</td>
<td>222,640</td>
<td>1.7%</td>
<td>+ 75,102</td>
</tr>
<tr>
<td>Far North Statistical Div’n</td>
<td>247,295</td>
<td>272,527</td>
<td>290,774</td>
<td>307,948</td>
<td>325,672</td>
<td>344,533</td>
<td>1.4%</td>
<td>+ 97,238</td>
</tr>
<tr>
<td>Queensland</td>
<td>4,090,908</td>
<td>4,567,713</td>
<td>5,040,325</td>
<td>5,478,715</td>
<td>5,884,439</td>
<td>6,273,885</td>
<td>1.7%</td>
<td>+ 2,182,977</td>
</tr>
</tbody>
</table>

**Statistical Local Areas**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Barron</td>
<td>21,514</td>
<td>25,412</td>
<td>29,061</td>
<td>31,520</td>
<td>32,795</td>
<td>33,337</td>
<td>1.8%</td>
<td>+ 11,823</td>
</tr>
<tr>
<td>Central Suburbs</td>
<td>22,990</td>
<td>24,020</td>
<td>24,903</td>
<td>24,819</td>
<td>24,836</td>
<td>24,856</td>
<td>0.3%</td>
<td>+ 1,866</td>
</tr>
<tr>
<td>City</td>
<td>8,813</td>
<td>10,457</td>
<td>11,088</td>
<td>11,252</td>
<td>11,490</td>
<td>11,781</td>
<td>1.2%</td>
<td>+ 2,968</td>
</tr>
<tr>
<td>Mt Whitfield</td>
<td>12,730</td>
<td>13,230</td>
<td>13,560</td>
<td>13,506</td>
<td>13,488</td>
<td>13,454</td>
<td>0.2%</td>
<td>+ 724</td>
</tr>
<tr>
<td>Northern Suburbs</td>
<td>16,351</td>
<td>20,636</td>
<td>22,663</td>
<td>23,765</td>
<td>25,008</td>
<td>26,519</td>
<td>2.0%</td>
<td>+ 10,168</td>
</tr>
<tr>
<td>Trinity</td>
<td>36,051</td>
<td>43,451</td>
<td>49,174</td>
<td>57,856</td>
<td>67,428</td>
<td>78,355</td>
<td>3.2%</td>
<td>+ 42,304</td>
</tr>
<tr>
<td>Western Suburbs</td>
<td>13,184</td>
<td>14,238</td>
<td>14,660</td>
<td>14,705</td>
<td>14,793</td>
<td>14,995</td>
<td>0.5%</td>
<td>+ 1,808</td>
</tr>
<tr>
<td>Cairns (R) – Part B</td>
<td>4,996</td>
<td>5,506</td>
<td>5,800</td>
<td>5,911</td>
<td>6,070</td>
<td>6,288</td>
<td>0.9%</td>
<td>+ 1,292</td>
</tr>
<tr>
<td>Douglas Shire</td>
<td>10,906</td>
<td>11,349</td>
<td>11,774</td>
<td>12,207</td>
<td>12,624</td>
<td>13,055</td>
<td>0.7%</td>
<td>+ 2,149</td>
</tr>
</tbody>
</table>


This growth equates to about 75,000 additional people in the Region over 25 years, primarily settling in Trinity SLA with over 40,000 new residents. The Barron and Northern Suburbs SLA’s will also experience steady growth. More subdued change is likely in the established inner city suburbs and rural communities. Unlike recent trends, no population decline is forecast up to 2031.

The primary growth hotspot will be the Mount Peter Area located in the Trinity SLA. Mount Peter is included in the urban footprint of the **FNQ Regional Plan 2009-2031** and is set to absorb much of the Region’s future growth – it has an ultimate capacity of up to 50,000 residents, based on a development timeframe of 30+ years.
3. Tourist Population

The tourist population is also a significant consideration in forward planning – with large numbers of visitors to the Cairns Region every year, the local population can increase substantially during peak seasons. This generates additional pressures on community infrastructure, including use of local paths and bikeways.

Visitor statistics for the Tropical North Queensland Region show that Cairns remains the second most visited destination for international holiday-makers to Australia after Sydney. It is also the most popular destination in Australia, other than Sydney, for international backpackers\textsuperscript{16}.

Total visitors to Tropical North Queensland\textsuperscript{17} for the year ended March 2009 were:

- Domestic: 1,440,000
- International: 722,000

Approximately 90% of tourists stay within the Cairns CBD and in the corridor between Palm Cove and Port Douglas. The Region is also home to a large population of temporary residents, including foreign students and transient workers.

\textsuperscript{16} Tourism Tropical North Queensland (March 2009), Media Release.

\textsuperscript{17} Tourism Queensland (2009), Queensland Data Sheet (sourced from the National Visitor Survey, Tourism Research Australia).
4. Age Profile

In 2006, the Cairns Region had a median age of 35 years old, compared with 36 for both Queensland and the Far North Statistical Division. The Region has a high representation of young adults aged 25-44 (31.9%), and a reasonably low proportion of older adults aged over 65 (8.7%). Males accounted for 50.5% of the Region’s population, with 49.5% of residents being female.

Table A4 – Cairns Region Age Profile (2006)

<table>
<thead>
<tr>
<th>Locality</th>
<th>0-14 No.</th>
<th>0-14 %</th>
<th>15-24 No.</th>
<th>15-24 %</th>
<th>25-39 No.</th>
<th>25-39 %</th>
<th>40-64 No.</th>
<th>40-64 %</th>
<th>65+ No.</th>
<th>65+ %</th>
<th>Median Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cairns Region</td>
<td>31735</td>
<td>21.5</td>
<td>19287</td>
<td>13.1</td>
<td>47106</td>
<td>31.9</td>
<td>36517</td>
<td>24.8</td>
<td>12893</td>
<td>8.7</td>
<td>35</td>
</tr>
<tr>
<td>Far North SD</td>
<td>55279</td>
<td>22.4</td>
<td>31360</td>
<td>12.7</td>
<td>47106</td>
<td>29.6</td>
<td>36517</td>
<td>25.3</td>
<td>24872</td>
<td>10.1</td>
<td>36</td>
</tr>
<tr>
<td>Queensland</td>
<td>834682</td>
<td>20.4</td>
<td>576600</td>
<td>14.1</td>
<td>1169244</td>
<td>28.6</td>
<td>1013986</td>
<td>24.8</td>
<td>494396</td>
<td>12.1</td>
<td>36</td>
</tr>
</tbody>
</table>

Source: PIFU (2008)

Key characteristics of the age profile at the SLA level are:

- The median age ranged from 32 years old (Trinity) to 41 (Cairns – Part B).
- The popularity of the inner suburbs as a place of residence for young adults (City and Central Suburbs SLAs).
- Cairns - Part B and Central Suburbs have a higher proportion of residents aged over 65.

Table A5 – Age Profile by Locality, 2006

<table>
<thead>
<tr>
<th>SLA</th>
<th>0-4 No.</th>
<th>0-4 %</th>
<th>5-14 No.</th>
<th>5-14 %</th>
<th>15-24 No.</th>
<th>15-24 %</th>
<th>25-54 No.</th>
<th>25-54 %</th>
<th>55-64 No.</th>
<th>55-64 %</th>
<th>65+ No.</th>
<th>65+ %</th>
<th>Median Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barron</td>
<td>7.6%</td>
<td>16.8%</td>
<td>11.6%</td>
<td>48.2%</td>
<td>8.9%</td>
<td>9.9%</td>
<td>6.9%</td>
<td>35</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Central Suburbs</td>
<td>7.0%</td>
<td>12.2%</td>
<td>14.8%</td>
<td>44.3%</td>
<td>10.4%</td>
<td>11.3%</td>
<td>9.4%</td>
<td>34</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City</td>
<td>3.5%</td>
<td>6.7%</td>
<td>19.5%</td>
<td>51.0%</td>
<td>10.2%</td>
<td>9.1%</td>
<td>8.1%</td>
<td>33</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mt Whitfield</td>
<td>6.5%</td>
<td>13.3%</td>
<td>10.7%</td>
<td>47.7%</td>
<td>11.4%</td>
<td>10.3%</td>
<td>10.3%</td>
<td>38</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northern Suburbs</td>
<td>6.3%</td>
<td>14.8%</td>
<td>12.0%</td>
<td>46.9%</td>
<td>12.0%</td>
<td>8.0%</td>
<td>8.0%</td>
<td>37</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Trinity</td>
<td>8.9%</td>
<td>18.0%</td>
<td>12.9%</td>
<td>44.2%</td>
<td>8.8%</td>
<td>7.2%</td>
<td>7.2%</td>
<td>32</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Western Suburbs</td>
<td>7.0%</td>
<td>14.0%</td>
<td>12.6%</td>
<td>46.4%</td>
<td>11.3%</td>
<td>10.5%</td>
<td>10.5%</td>
<td>36</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cairns (R) – Part B</td>
<td>6.4%</td>
<td>14.9%</td>
<td>9.4%</td>
<td>43.2%</td>
<td>12.4%</td>
<td>13.7%</td>
<td>13.7%</td>
<td>41</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Douglas Shire</td>
<td>6.4%</td>
<td>12.8%</td>
<td>10.9%</td>
<td>47.2%</td>
<td>13.0%</td>
<td>9.8%</td>
<td>9.8%</td>
<td>37</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: ABS Census, 2006

In future, the Region’s population profile will gradually age. PIFU projections suggest the proportion of persons aged over 65 will double from 8.7% (in 2006) to 17.9% (by 2031). Decline in the representation of all age cohorts under 45 will also be evident, particularly for school age children and young adults.

However, only a minor shift in the Region’s median age will occur, increasing from 35 (in 2006) to 41 by 2031, which is consistent with the State average.
The changing age structure will create new needs and expectations for community infrastructure – in particular, the growing numbers of persons of retirement age is likely to create more demand for lower-impact opportunities for recreation and exercise such as walking and cycling.

**Chart A2 – Projected Age Profile for Cairns Region and Queensland (2006-2031)**

Source: PIFU (Dec 2008)

### 6. HOUSEHOLD STRUCTURE

The proportion of family households in the Cairns Region is significantly lower than the State average at 51.9% and 67.1% respectively. High numbers of family households exist in the Western Suburbs and Trinity SLA’s. Lone and group households are more prevalent in the CBD and inner suburbs.

**Chart A3 – Household Structure (2006)**
Appendix B – Existing Paths and Bikeways

Mapping Notes:

- Existing off-road facilities are current as at 2008 (CRC Footpath Audit).
- Existing on-road facilities:
  - CRC and TMR do not have current inventory of on-road bikeways.
  - The location of on-road facilities as depicted on these maps is indicative only and has been compiled through site observations, aerial photography and advice from CRC and TMR.
  - Identification of on-road facilities is intended to show the location of bike lane treatments that comply with Austroads guidelines.
  - Roads with widened shoulders (only) have not been identified in an effort to ascertain the extent of formalised facilities.
Appendix C – Crash Location Maps
Appendix D – Community Submissions & Surveys

(Received 2009)
## 1. Public Submissions

<table>
<thead>
<tr>
<th>Respondent Name</th>
<th>Issues / Needs</th>
<th>Suggestions and Comments (as stated by respondent)</th>
</tr>
</thead>
</table>
| Submission 1    | Pathways Needed n Cape Tribulation | • Although Cape Trib has a small permanent population base, there is high demand for pathways from tourists (up to 1,000/day) and transient workers who move around by bike and on foot.  
• Issues for cyclists and pedestrians in Cape Trib:  
  o Settlement is widely dispersed over a 4km distance.  
  o Unsafe conditions for walking and cycling on the main road between the resort in the south and beach house in the north.  
  o Unsafe conditions for walking and cycling on dirt roads.  
• Provide a 4km north-south pathway/track along Cape Tribulation Road to service the community from end to end. |
| Submission 2    | Mill Road roundabout near Bruce Highway, Edmonton | • Mill Road roundabout near Bruce Highway, Edmonton, is a major blackspot for pedestrians and cyclists:  
  o Pedestrians tend to cross 4-lanes of Mill Road near the roundabout (in the vicinity of Ravizza Dr), in favour of walking some distance to the signalised crossing with pedestrian phase at the Bruce Highway end.  
  o Bicycle lane on Mill Road (from the highway) is not clearly marked as it approaches the roundabout.  
• Other needs in the Edmonton commercial area:  
  o Extend the existing pathway from Uniting Church on Ravizza Drive, via the service road running parallel to Mill Road. This will direct pedestrians to the signalised intersection at Mill Road/Bruce Highway.  
  o Provide a sealed pathway outside the Department of Child Safety Office (Hartill St) and extend to Mill Road.  
  o Provide safe access for pedestrians and cyclists to the new supermarket at the corner of Green & Armstrong Streets.  
  o Address missing links in pathway on eastern side of Mt Peter Road where it approaches Mill Road. |
| Submission 3    | Proposed Separation of Upolu and Arlington Esplanades, Clifton Beach | • William Esplanade at Palm Cove is an excellent example of an area where pedestrians and cyclists are prioritised over cars and buses.  
• A similar approach should be adopted along the two esplanades in Clifton Beach – Arlington and Upolu Esplanades  
• Existing conditions:  
  o Both roads are inadequate for the traffic that currently uses them.  
  o Carriageway 6.0m wide in some places and shared by pedestrians, cyclists, buses, trucks, cars.  
  o Esplanades are a critical element contributing to the character and ambience of Clifton Beach – thus very high use and mix of vehicles causes safety issues.  
  o Constraints on new pathway construction and esplanade widening – existing vegetation, restricted space.  
• Proposed solution:  
  o Reduce the number of vehicles that travel along the Esplanades by separating them with a pedestrian and cyclist link only – i.e. create a pedestrian and cyclist priority zone in the two Esplanades. Refer to concept plan below.  
  o The only obstacle to this proposal is that the streets are currently used as part of the bus route – alternative route available via Saxon Street. |
Submission No.3 (cont)

Proposed Separation of Upolu and Arlington Esplanades, Clifton Beach

**Other facility needs in Clifton Beach:**

- Pathway on Elford Close – existing gap in local network close to new shopping centre and high traffic volumes.
- Address vehicle/pedestrian conflict point at the highway – entrances to commercial premises cross existing paths (Bransford's Fishing Shop and service station). Remove entrances and relocate via Elford Close.
<table>
<thead>
<tr>
<th>RESPONDENT NAME</th>
<th>ISSUES / NEEDS</th>
<th>SUGGESTIONS AND COMMENTS (AS STATED BY RESPONDENT)</th>
</tr>
</thead>
</table>
| Submission 4   | Unsafe Conditions for Cycling in Cairns | - Cairns is not a bicycle friendly city.  
- Conditions for commuter cycling between Cairns suburbs and CBD are very poor. A major problem is road shoulders cluttered with rubbish, small rocks, glass, and other debris – high puncture risk for racing bikes using slicks.  
- Road shoulders and on-road bikeways should be swept regularly (fortnightly or at least monthly) on all ‘major’ roads e.g. Walker Rd, Mill Rd, Bruce Highway, Southern Access Road, Draper Street, Kenny St, Sheridan St.  
- Many potholes and cracks on roads are also hazardous to cyclists.  
- Off-road pathways are not suitable for cyclists – many cyclists don’t use them.  
- Too much emphasis is placed on recreational riders who use off-road paths, and not enough on serious cyclists. |
| Submission 5   | Off-Road Paths | - Recent marking of on-road bike lanes in Cairns is a positive improvement for the cycling community.  
- However, not much attention being paid to off-road paths:  
  o Too many on-road facilities via busy roads which aren’t suitable for children e.g. new shared lane at the Reservoir Rd/Pease St intersection. Road rage shown by many motorists in this locality make on-road lanes unsafe for cyclists of all abilities. Particularly for school students from Trinity Bay SHS who regularly use this link.  
  o Provide more off-road paths in Cairns – on-road facilities should be a secondary priority.  
  o Address gaps in existing off-road network for a safe journey for the entire distance, rather than just over short sections.  
  o Provide an off-road bikeway on Greenslopes Street, and link safely to the Cairns Esplanade – to provide a safe ride all the way from Whitfield and Edge Hill into the city and local high schools. |
| Submission 6   | Northern Beaches Walk & Cycle Route | - Provide a new shared off-road path from Machans Beach to Palm Cove. Opportunities to extend the facility further north should also be pursued.  
- This is an amazing opportunity that would appeal to both locals and tourists, and is consistent with the Queensland Government’s motto ‘Make Queensland one of the healthiest states’.  
- The Cairns Road Runners Triathlon Group enthusiastically supports this proposal. |
| Submission 7   | Pedestrian Needs in Smithfield | - Formalise the existing dirt track through Rainy Mountain Park in Smithfield, from the car park to Survey Street, which is a popular desire line for pedestrians accessing the Smithfield Shopping Centre.  
- In wet weather the track is muddy, slippery and hazardous. This is compounded by long grass.  
- Extend the path along Survey Street to Stanton Road (from Lesley St to Serenity Pl), Gavin and Anne Streets to service the local area. |
| Submission 8   | Unsafe Conditions for Cycling in Cairns | - There are several big problems with cycling in Cairns:  
  o Lack of designated pathways and bike lanes on busy roads.  
  o The Bruce / Captain Cook Highway should have an off-road path all the way to Palm Cove.  
  o Hazardous squeeze points at roundabouts e.g. Trinity Beach (site of a cyclist fatality in early 2009).  
  o Highway paths and road shoulders that suddenly end approaching roundabouts and bridges, forcing vulnerable cyclists to merge into the heavy traffic flow e.g. Kamerunga Bridge (no shoulder). |
<table>
<thead>
<tr>
<th>RESPONDENT NAME</th>
<th>ISSUES / NEEDS</th>
<th>SUGGESTIONS AND COMMENTS (AS STATED BY RESPONDENT)</th>
</tr>
</thead>
</table>
| **Submission 9** | **Unsafe Conditions for Cycling in Cairns** | - For cyclists, Cairns’ roads are unpleasant, dangerous and generally very poor due to:  
  - Poor condition of roads – potholes and debris result in a lot of flat tyres.  
  - Poor attitude of motorists towards cyclist using the road.  
  - Lack of cycle paths.  
  - Lack of end of trip facilities – secure bike parking, places to shower and change before work (many workplaces don’t have such facilities)  
  - Proposed solutions:  
    - Provide dedicated (separate) off-road paths for cyclists.  
    - Include provisions in Council’s Planning Scheme, requiring all new commercial premises to include a facility for staff bike storage and showers.  
    - Council to construct/operate some secure bike lock-up and shower facilities, at least in the city precinct.  
  - Cairns is all about outdoor recreation and could be one of the great cycling cities, but is currently one of the worst. |
| **Submission 10** | **Pathway Needs in Edmonton** | - Provide new off-road paths to service the Edmonton community:  
  - Petersen Road - pathways required on both sides to service surrounding neighbourhoods. This is a busy main road with no existing provisions for pedestrians or cyclists, and spatial constraints.  
  - Farmer Street – no existing provisions; large volume of children in walking and cycling in the area.  
  - Mann Street – dangerous route used daily by students from Hambledon State School, compounded by high volumes of traffic at peak times. |
| **Submission 11** | **Unsafe Conditions for Cycling in Cairns** | - Cycling infrastructure in the Cairns Region is extremely poor by Australian Standards. Contributing factors are:  
  - Geography of the metropolitan area adjacent to mountain range results in urban expansion to the north and south – creates connectivity issues, particularly for off-road paths.  
  - Town planners should consider this issue in planning for future population growth.  
  - Poor road network quality, particularly in the southern suburbs – major focus of population growth in the future. Roads are narrow and need to be upgraded.  
  - Identified problem areas – Gordonvale to Cairns CBD:  
    - Bruce Highway / Maitlands Road intersection to Wrights Creek Bridge – no road shoulder, no bike lane, poor quality road.  
    - Wrights Creek Bridge, Bruce Highway – dangerous to all road users.  
    - Bruce Highway/ Ray Jones Drive intersection – four lanes of traffic; no bike lane for cyclists turning right.  
    - Riverstone Rd/ Gillies Highway travelling west – hazardous.  
    - Generally, roads in the southern areas are poor quality with no bike lanes. |
<table>
<thead>
<tr>
<th>RESPONDENT NAME</th>
<th>ISSUES / NEEDS</th>
<th>SUGGESTIONS AND COMMENTS (AS STATED BY RESPONDENT)</th>
</tr>
</thead>
</table>
| **Submission 12** | **Unsafe Conditions for Cycling in Cairns** | - Ideal solution would be Gordonvale – Edmonton – Cairns City – continuous off-road facility.  
- Realistic solutions:  
  o Upgrade existing roads with proper bike lanes (1.5m wide).  
  o Upgrade Wrights Creek Bridge – reduce speed limit to 80km/h; separate bridge or widening/retrofit existing structure to cater for pedestrians/cyclists.  
  o Ray Jones Drive / Bruce Highway intersection – problematic for cyclists travelling northbound; right turn requires cyclists to merge across 2 lanes. Solution is to divert cyclists away from the intersection by building a bike path along the side of the rail track, which connects to Aumuller Street, and then if necessary cyclists can rejoin Ray Jones Drive at Aumuller Street. |
| **Submission 13** | **Pease St / Reservoir Road intersection, Manoora** | - All bikeways in Cairns are of a poor standard with respect to safety of cyclists – regularly demonstrated by high number of cyclist accidents in Cairns City and Northern Beaches.  
- Capitalise on Cairns’ linear form and flat terrain – provide bikeways that are safe, easy to access, easy to use, and well connected to suburbs/major destinations.  
- Introduce a ‘Bikes on Buses’ scheme in Cairns with bike racks mounted on the front of buses, so as to not restrict passenger capacity – similar to the successful scheme in Brisbane.  
- Provide an appropriate guide to cycling in Cairns for international visitors and students, to address some unsafe cycling habits e.g. how to wear a helmet.  
- Target squeeze points for cyclists mainly around roundabouts, merging lanes, bridges and traffic lights e.g. reduced speed limits, line marking, installation of speed control devices and local area traffic management schemes which are bicycle friendly. |
| **Submission 14** | **Cyclists’ Behaviour** | - Bicycles should have similar identification to other vehicles on the road i.e. registration plate.  
- Cyclists should be required to maintain third party insurance similar to other vehicles.  
- Standards should be set for bike tyres and rims so they’re suitable for riding on roads and in bike lanes – many bikes in Cairns are road/racing bikes which are more susceptible to tyre punctures. Bicycles should be suitable for roads, not for racing.  
- Roads are for transport, not for racing or training.  
- Few cyclists comply with government safety standards e.g. reflective vests, lights, bells etc. |
| **Submission 15** | **On-Road Bikeways Maintenance** | - The focus of future planning and infrastructure delivery should be ‘on-road’ bikeways – ‘off-road’ paths are often off the beaten track or used by mums with prams, runners, walkers etc and are not practical/available for cyclists.  
- If the City is serious about reducing carbon emissions and encouraging more people to commute by bike, we need to make it as convenient and safe as possible.  
- Direct and efficient cycle routes are required for bicycle commuters.  
- A high priority should be better maintenance and cleaning of bikeways – debris from accidents and other ‘junk’ is swept into the on-road bike lane, resulting in cyclists having to ride in traffic lanes to avoid getting punctures. |
<table>
<thead>
<tr>
<th>RESPONDENT NAME</th>
<th>ISSUES / NEEDS</th>
<th>SUGGESTIONS AND COMMENTS (AS STATED BY RESPONDENT)</th>
</tr>
</thead>
</table>
| Submission 16         | Planning for Cycling in Cairns – Various Issues | • Works programming  
  o Divide works into separate ‘on-road’ and ‘off-road’ programs, with implementation priorities assigned to each route (high, medium, low).  
  o Works should lead to an increase in cycling – basis of local, state, federal strategies.  
• Most important initiatives that will achieve an increase in cycling in Cairns:  
  o Provide bike lanes/road shoulders at sufficient width, in accordance with Australian Standards, to improve safety and usability.  
  o Provide shared paths and quiet roads that create alternatives routes through suburbs and beside highways.  
• Comments on the CPMTS (2004):  
  o Too much focus on construction of paths around schools, which do not meet general use needs of the average cyclist.  
  o Ensure school paths are well connected to the broader network, to ensure greater functionality for other users.  
  o Works programme has resulted in some good infrastructure, but still several network gaps to be addressed.  
  o New bikeways (outside the road reserve) that create shortcuts through the suburbs require more attention.  
• Suggestions for future network planning:  
  o A balance of creating bike routes that encourage cycling, plus implementing specific works programs, will achieve the aims of the strategy.  
  o One path does not suit all users - recognise specific needs of different cyclist user groups e.g. adults, children, disabled, elderly.  
  o Provide a network for people travelling between 4km – 40km.  
  o Apply appropriate standards to new infrastructure – do not plan for minimum standards.  
  o Provide bicycle facilities via Mt Peter Road, Edmonton.  
  o Employ specialised active transport engineers within Council.  
  o Utilise other tools e.g. CBUG reports, bikeability checklist (Bicycle Federation of Australia). |
| Submission 17         | Planning for Cycling in Cairns – Various Issues | • Connectivity and Continuity:  
  o Current cycle network is piecemeal and fragmented – works driven by focus on blackspots or adhoc treatments with road upgrades.  
  o Vision should be to create complete ‘cycle routes’, including commuting, iconic/ tourist/ recreational and long distance touring.  
  o Support cycle routes with infrastructure (paths/lanes) and design e.g. preservation of cycle priority through LATM schemes.  
  o Link existing sections of path through simple treatments including road crossings e.g. Fearnley St path over Gatton, Grove & Anderson Streets.  
• Australian Standards:  
  o All new on-road bikeways should meet Australian standards, particularly on-road lanes.  
  o All existing cycle infrastructure should be brought into line with Austroads guidelines where practicable. |
### SUGGESTIONS AND COMMENTS (AS STATED BY RESPONDENT)

<table>
<thead>
<tr>
<th>RESPONDENT NAME</th>
<th>ISSUES / NEEDS</th>
<th>SUGGESTIONS AND COMMENTS (AS STATED BY RESPONDENT)</th>
</tr>
</thead>
</table>
|                 | § Targets for Uptake of Cycling: | - Adopt measurable targets for increasing uptake of cycling relative to other transport modes (particularly private vehicle use) e.g. 10% of trips within CBD by bike by 2014; 20% of trips within Cairns under 3km by bike by 2014.  
- Progress towards targets should be monitored and reported regularly e.g. CRC Annual Report. |
|                 | § Signage: | - Use standardised road signs and maps showing recommended cycle routes to key destinations (both for commuting and iconic routes).  
- Recommend detours to avoid unsafe sections of road e.g. Stony Creek Bridge. |
|                 | § Mapping: | - Review the Cairns Cycling & Walking Guide as a matter of priority – replace with a cycle specific guide highlighting strategic routes, removing shared pathways which aren’t suitable for cyclists (e.g. those which are narrow, poor surface quality, no ramps up gutters, frequent driveway crossings).  
- Add quiet connecting roads which are popular for many cyclists e.g. Mann Street. |
|                 | § End of Trip Facilities: | - Improve quality and quantity of sheltered bicycle racks in strategic locations – should allow for locking to bike frame rather than just a wheel.  
- Construct a bike centre in the CBD, to provide bike lockers, showers, ironing facilities, cycling information and possibly basic maintenance services on site. |
|                 | § Integration with Public Transport: | - Cycle routes should connect with transport hubs.  
- Provide sheltered bike racks at major bus stops.  
- Trial bikes on buses.  
- Make better provision for bicycles on rail.  
- Future public transport planning should emphasise modes which can best accommodate cyclists e.g. light rail. |
|                 | § Cycle Tourism: | - Construct iconic cycle routes to support and diversify local tourism and showcase scenic attractions e.g. bikeway linking Northern Beaches.  
- Realise potential of Cairns and Tablelands as a hub regional cycle touring. |
|                 | § Review Speed Limits: | - Reduce speed limits in strategy areas (e.g. CBD) to improve cyclist and pedestrian safety. |
|                 | § Review of Local Area Traffic Management (LATM) Systems: | - Review LATM schemes that are problematic / barriers for cyclists e.g. rumble strips, protruding islands.  
- Provide push-buttons at intersections, especially those at traffic lights or sensors which don’t recognise cyclists e.g. Pease St/ Hoare St intersection. |
<p>|                 | § Building Council’s Capacity to Implement the Strategy: | |</p>
<table>
<thead>
<tr>
<th>Respondent Name</th>
<th>Issues / Needs</th>
<th>Suggestions and Comments (as stated by respondent)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Submission 18</strong>&lt;br.Member - Douglas Advisory Board**</td>
<td>Cyclist Needs in Former Douglas Shire</td>
<td>▪ Proposed directions for the Cycling &amp; Walking Strategy Review (cycling components):&lt;br&gt;1. Objectives:&lt;br&gt;  o A safer and more attractive cycling environment for residents and visitors.&lt;br&gt;  o Encourage the use of bicycles for recreational and commuting purposes.&lt;br&gt;2. Desired Outcomes:&lt;br&gt;  o Current and future bikeways should be made of bitumen and not concrete.&lt;br&gt;  o Bikeway width should take into account that two cyclists will have to pass each other at some stage and the width should allow that to occur without one or both being forced off the path.&lt;br&gt;  o Minimum width should be increased where it is currently too narrow. The old paths are approximately 1 metre in width. Preferred width should be between 2.5-3.0m for shared paths, and at least 1.5m on sealed road shoulders.&lt;br&gt;3. Preferred Locations:&lt;br&gt;  o Link from Cooya – Mossman&lt;br&gt;  o Link from Mossman – Mossman Gorge&lt;br&gt;  o Link from Newell Beach – Mossman&lt;br&gt;  o Link from Port Douglas – Mossman (State Government funding is available as this is a gazetted road. Jason O’Brien has suggested support for such a proposal).</td>
</tr>
<tr>
<td><strong>Submission 19</strong>&lt;br.Resident - Daintree**</td>
<td>Cyclist Needs in Former Douglas Shire</td>
<td>▪ Priority need is a bikeway connection between Mossman and Port Douglas.&lt;br&gt; ▪ An off-road shared path is preferred, totally separated from the highway to cater for all potential user groups e.g. children/ vulnerable users, pedestrians, parents with prams, runners, skate boards etc. Could also become an important facility for tourists.&lt;br&gt; ▪ The Mossman – Port Douglas path should have support facilities e.g. drinking water points&lt;br&gt; ▪ Other cycle facility needs:&lt;br&gt;  o Complete bikeway on Johnson Road from mango trees to community.&lt;br&gt;  o New off-road path from Miallo, connecting to current path at North Mossman (important desire line for school children).&lt;br&gt;  o New bikeway from northern access Mowbray Valley (off highway), connecting to existing pathway in Port Douglas.</td>
</tr>
<tr>
<td>Respondent Name</td>
<td>Issues / Needs</td>
<td>Suggestions and Comments (as stated by Respondent)</td>
</tr>
<tr>
<td>-----------------</td>
<td>----------------</td>
<td>---------------------------------------------------</td>
</tr>
<tr>
<td>Submission 20</td>
<td>Petition to Cairns Regional Council by Cooya Beach Residents (400 + signatures)</td>
<td></td>
</tr>
</tbody>
</table>
\> Petition submitted by residents of Cooya Beach and surrounding suburbs to CRC, for an urgent need to build a pathway along Boonie Doon Road, from Cooya Beach Road and connecting to an existing pathway at Mossman water treatment plant.  
\> As population growth occurs, an off-road path separated from the road will allow safe access to Mossman for cyclists and pedestrians, particularly for travel to Mossman schools and other community facilities.  
\> Many motorists speed along this busy 2.2km road in excess of 80km/hr. |
| Submission 21   | Resident - Edmonton |  
\> The Edmonton community desperately needs a walking path down Petersen Road. |
| Submission 22   | Pathway Construction - White Rock, Woree, Bayview Heights, Mt Sheridan |  
\> Pathway proposals – White Rock:  
\> o Kambara St on western side (Sheehy Rd – Skull Rd) – safety issue, dangerous road, service local bus stops.  
\> o Progress Rd South (Dillon St – nursing home on eastern side) – safety issue, busy route servicing schools, shops and buses, no alternative since rail corridor fenced.  
\> o Khalu Park Path – construction needs to be completed, addresses a missing link, keeps kids off the road.  
\> o Hollywood Boulevard (Sheehy Rd – Anderson and Skull Rd) – complete suburban circuit, access to public transport and parks.  
\> Pathway proposals – Woree:  
\> o Forest Gardens – Woree Missing Link (Bruce Hwy – eastern side). Urgent – school students use the highway, often riding contra-flow to traffic.  
\> o Alberta Dr – full length (northern side) excluding frontage on vacant land owned by Dept. of Housing.  
\> o Mintaro Cr – missing section in close proximity to schools. School link and missing link in higher density residential area.  
\> o Shannon Dr – northern side from current termination to cane train corridor. School link.  
\> Pathway proposals – Bayview Heights & Mt Sheridan:  
\> o Currawong St, Bayview Heights (Anderson Rd – Robin Cl) – complete pathway construction to address safety issues; no alternative to dangerous road and service bus stops.  
\> o Fairview St, Bayview Heights (Toogood Rd – Anderson Rd) – safety issue; busy route; school and bus route.  
\> o Trafalgar Rd, Mt Sheridan (from end of existing path on Trafalgar Rd, north up to Trafalgar Dr, to Mt Sheridan Shopping Centre) – safety issue; major north-south connector; used by school students; no alternative to busy road.  
\> o Treetop Dr, Mt Sheridan (Currawong St – Treetop Dr) – Narrow, unsafe road; no alternative route. |
| Submission 23   | Anonymous (Video submission) |  
\> On-Road Cycling in Cairns CBD  
\> Designate more on-road bike lanes in city streets.  
\> Existing conditions mean there’s nowhere to ride – limited provision/ designation of bike lanes on city streets or missing links in route continuity.  
\> Angled parking is hazardous for cyclists using an adjacent bike lane, due to reversing vehicles/ reduced visibility.  
\> Spence Street: |
<table>
<thead>
<tr>
<th>RESPONDENT NAME</th>
<th>ISSUES / NEEDS</th>
<th>SUGGESTIONS AND COMMENTS (AS STATED BY RESPONDENT)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>o Convert angled parking bays to parallel parking.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>o Address bike lane route continuity issues, which result in a dangerous ride for cyclists.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Mulgrave Road - green bike lanes and provision for cyclists at signals are a good example of provision for cyclists.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Excellent on-road bikeways – McLeod and Shields Streets.</td>
</tr>
</tbody>
</table>
2. **Community Survey**

A Community Survey was distributed across the Region for interested residents and groups to complete. It was designed to seek public feedback on:

- Motivations for walking and cycling.
- Community satisfaction levels with existing infrastructure.
- Problem locations for pedestrians and cyclists.
- Priorities for future infrastructure provision.

Major findings are summarised below.

**A. Sample Characteristics**

In total, 133 surveys were received. A majority of these were completed by:

- Females (57%); and
- Persons aged over 30 (88%).

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Proportion of Total Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>10-14</td>
<td>1%</td>
</tr>
<tr>
<td>15-19</td>
<td>2%</td>
</tr>
<tr>
<td>20-29</td>
<td>9%</td>
</tr>
<tr>
<td>30-39</td>
<td>28%</td>
</tr>
<tr>
<td>40-49</td>
<td>26%</td>
</tr>
<tr>
<td>50-64</td>
<td>29%</td>
</tr>
<tr>
<td>65+</td>
<td>5%</td>
</tr>
</tbody>
</table>

Responses were received from 38 different suburbs across the Region, with greatest interest shown by residents from Mossman (11%), Freshwater (9%), Kewarra Beach (8%), Brinsmead and Redlynch (both 5%), Bayview Heights and Parramatta Park (both 4%).

*Although the sample size is small relative to the total population and dominated by certain age groups and suburbs, survey results provide a general indicator of local needs and should be considered as part of the broader research and consultation findings.*
**B. WALKING IN THE CAIRNS REGION**

**Motivation for Walking**

In respect to the walking component of the questionnaire, respondents were asked about their personal motivations for walking. The most common reasons were: Health & Fitness (33%), Leisure (31%) and Shopping (24%). Commuting to school, JCU/college or work did not rate highly for pedestrians.

*Chart D1 – Personal Motivation for Walking*

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**Community Satisfaction Levels**

Survey respondents were asked to rate their level of satisfaction with the standard of existing off-road paths. These results suggest that:

- Over 50% of respondents felt that path widths are generally adequate.
- Features in need of *most improvement* are:
  - Path connectivity and coverage.
  - Path lighting.
  - Path maintenance.
  - Pram and wheelchair access.
  - Signage.
Table D2 – Community Satisfaction Ratings for OFF-ROAD Facilities

<table>
<thead>
<tr>
<th>PATH FEATURE</th>
<th>EXTREMELY INADEQUATE</th>
<th>ADEQUATE</th>
<th>INADEQUATE</th>
<th>EXTREMELY INADEQUATE</th>
<th>NO OPINION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>1%</td>
<td>41%</td>
<td>28%</td>
<td>26%</td>
<td>5%</td>
</tr>
<tr>
<td>Signage</td>
<td>2%</td>
<td>32%</td>
<td>30%</td>
<td>26%</td>
<td>10%</td>
</tr>
<tr>
<td>Connectivity &amp; Coverage</td>
<td>1%</td>
<td>16%</td>
<td>32%</td>
<td>47%</td>
<td>4%</td>
</tr>
<tr>
<td>Safety</td>
<td>1%</td>
<td>40%</td>
<td>29%</td>
<td>21%</td>
<td>9%</td>
</tr>
<tr>
<td>Maintenance</td>
<td>3%</td>
<td>34%</td>
<td>32%</td>
<td>28%</td>
<td>3%</td>
</tr>
<tr>
<td>Lighting</td>
<td>-</td>
<td>32%</td>
<td>33%</td>
<td>39%</td>
<td>7%</td>
</tr>
<tr>
<td>Path Width</td>
<td>2%</td>
<td>52%</td>
<td>28%</td>
<td>15%</td>
<td>3%</td>
</tr>
<tr>
<td>Pram &amp; Wheelchair Access</td>
<td>2%</td>
<td>19%</td>
<td>28%</td>
<td>30%</td>
<td>21%</td>
</tr>
</tbody>
</table>

Encouragement of Walking

The most popular measures to encourage pedestrian activity in the Cairns Region were:

- Construct more new paths (18%).
- More recreational walking circuits (14%).
- More fitness walking circuits (13%).
- Upgrade existing paths (12%).
- Separate pedestrians and cyclists on busy paths (12%).
- Improve road crossings (10%).

C. CYCLING IN THE CAIRNS REGION

Motivation for Cycling

75% of survey respondents regarded themselves as ‘regular cyclists’, 17% as ‘occasional cyclists’ and 9% as ‘rare cyclists’. 58% expressed a preference for off-road paths, whilst 42% preferred to cycle on roads with other vehicles.

Like pedestrians, ‘Health & Fitness’ was the primary motivation for cycling amongst survey respondents at 29%, followed by ‘Fun & Leisure’ (25%).

Interestingly, travel to work by bicycle was far more common than walking (22% and 5% respectively).
Community Satisfaction Levels

On-road bikeway features considered most adequate by survey respondents were route logos/signage, and green bike lane treatments. Features in most need of improvement were identified as:

- Bike route connectivity and coverage.
- Cyclist safety on roads.
- Bike lane continuity through intersections and roundabouts.

Table D3 – Community Satisfaction Ratings for ON-ROAD Facilities

<table>
<thead>
<tr>
<th>On-Road Bikeway Features</th>
<th>Extremely Adequate</th>
<th>Adequate</th>
<th>Inadequate</th>
<th>Extremely Inadequate</th>
<th>No Opinion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike Lane Width</td>
<td>6%</td>
<td>33%</td>
<td>28%</td>
<td>32%</td>
<td>1%</td>
</tr>
<tr>
<td>Logos &amp; Signage</td>
<td>6%</td>
<td>38%</td>
<td>33%</td>
<td>17%</td>
<td>7%</td>
</tr>
<tr>
<td>Connectivity &amp; Coverage</td>
<td>2%</td>
<td>8%</td>
<td>36%</td>
<td>53%</td>
<td>2%</td>
</tr>
<tr>
<td>Cyclist Safety On Roads</td>
<td>4%</td>
<td>8%</td>
<td>30%</td>
<td>53%</td>
<td>4%</td>
</tr>
<tr>
<td>Bike Lane Maintenance</td>
<td>6%</td>
<td>27%</td>
<td>25%</td>
<td>38%</td>
<td>4%</td>
</tr>
<tr>
<td>Green Bike Lane Treatments</td>
<td>12%</td>
<td>30%</td>
<td>26%</td>
<td>19%</td>
<td>13%</td>
</tr>
<tr>
<td>Bike Lane Continuity Through Intersections</td>
<td>3%</td>
<td>17%</td>
<td>35%</td>
<td>37%</td>
<td>8%</td>
</tr>
</tbody>
</table>
3. School Surveys

Modal Share

- In 2009, 33% of students ride or walk to school on a daily basis. Walking represents 21% of the modal share, compared with only 12% for cycling. Travel by car is the preferred mode (47%). Public transport patronage also appears quiet low at 13%.

- In the 5 year period from 2004 to 2009:
  - Walking to school rates increased at 4 schools (18%) and declined at 5 (23%). The balance reported ‘no change’ (13 schools – 59%). Increases occurred at Isabella SS, Port Douglas SS, Our Lady of Help Christians, and Bentley Park College.
  - Cycling to school experienced a decline at 9 schools (41%), whilst 11 had ‘no change’ (50%), and 2 schools reported an increase (9%) – these were Port Douglas SS and Isabella SS.

Travel Patterns by School

- Levels of walking and cycling to school vary considerably across the Region. Highest rates were recorded at:
  - Walking - White Rock SS (75%), Woree SHS (70%), Yorkeys Knob SS (40%) and Our Lady of Help Christians School, Earlville (40%)
  - Cycling – Daintree SS (77%), Yorkeys Knob SS (35%), Bentley Park College (25%) and Edge Hill SS (20%).

- Lowest rates were recorded at:
  - Walking – Daintree SS, Djarragun College (both 0%), St Augustine’s, St Michael’s at Gordonvale and Trinity Anglican School at White Rock (all 2%).
  - Cycling – McDonnell Creek SS, Djarragun College (both 0%), White Rock SS (<1%), and Trinity Anglican School at White Rock (1%).

Table D4 – Journey to School by Mode of Travel

<table>
<thead>
<tr>
<th>SCHOOL NAME</th>
<th>ENROLMENT</th>
<th>2009</th>
<th>Walk</th>
<th>Cycle</th>
<th>Car</th>
<th>PT</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parramatta Park SS</td>
<td>700</td>
<td>30%</td>
<td>5%</td>
<td>50%</td>
<td>15%</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>Redlynch State College</td>
<td>1284</td>
<td>17%</td>
<td>6%</td>
<td>63%</td>
<td>14%</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>Whitfield SS</td>
<td>847</td>
<td>12%</td>
<td>4%</td>
<td>73%</td>
<td>8%</td>
<td>3%</td>
<td></td>
</tr>
<tr>
<td>Isabella SS</td>
<td>460</td>
<td>30%</td>
<td>10%</td>
<td>60%</td>
<td>0%</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>White Rock SS</td>
<td>400</td>
<td>74.85%</td>
<td>0.05%</td>
<td>25.00%</td>
<td>0.05%</td>
<td>0.05%</td>
<td></td>
</tr>
<tr>
<td>Djarragun College</td>
<td>580</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>100%</td>
</tr>
<tr>
<td>Edge Hill SS</td>
<td>930</td>
<td>30%</td>
<td>20%</td>
<td>49%</td>
<td>1%</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>Miriwinin SS</td>
<td>72</td>
<td>10%</td>
<td>5%</td>
<td>50%</td>
<td>35%</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>Yorkeys Knob SS</td>
<td>201</td>
<td>40%</td>
<td>35%</td>
<td>28%</td>
<td>2%</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>Port Douglas SS</td>
<td>340</td>
<td>32%</td>
<td>18%</td>
<td>32%</td>
<td>18%</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>Gordonvale SHS</td>
<td>660</td>
<td>15%</td>
<td>15%</td>
<td>20%</td>
<td>45%</td>
<td>5%</td>
<td></td>
</tr>
</tbody>
</table>
Barriers to Walking and Cycling

The principal reasons why students do not walk or cycle to school are:

- **Distance is too great** (20%)
- **Too dangerous** (18%)
- **Other forms of transport more convenient** (17%)
- **Traffic volumes / speed** (14%)

Chart D4 – Barriers to Walking and Cycling for School Students

- Other constraints included:
  - **Hot weather.**
  - **School campuses located on highway corridors.**
Problem Areas and Future Needs Identified by Schools

Each school was asked to identify problem areas and priorities for improving paths and bikeways near their campus. Their suggestions are listed in the table below.

<table>
<thead>
<tr>
<th>SCHOOL</th>
<th>SUGGESTIONS, ISSUES AND NEEDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bentley Park College</td>
<td>▪ Problems for students cyclists and pedestrians on Robert and McLaughlin Roads.</td>
</tr>
<tr>
<td>Daintree State School</td>
<td>▪ Path needed via Dagmar, Power and Osborne Sts to the school campus.</td>
</tr>
<tr>
<td>Djarragun College</td>
<td>▪ Nil – all students travel to school by private bus.</td>
</tr>
<tr>
<td>Gordonvale High School</td>
<td>▪ Off road path needed along Bruce Highway – Gordonvale to Edmonton. Highway cycling – very hazardous.</td>
</tr>
<tr>
<td></td>
<td>▪ Sheppards St outside school campus is a problem area.</td>
</tr>
<tr>
<td>Our Lady Help of Christians School</td>
<td>▪ More road crossings of Balaclava Rd needed – very busy.</td>
</tr>
<tr>
<td>Parramatta State School</td>
<td>▪ Problem areas for pedestrians and cyclists – Mulgrave St, Mann St, Gatton St, Severin St.</td>
</tr>
<tr>
<td>Port Douglas State School</td>
<td>▪ Remove ‘cyclists must dismount’ signs – redundant; no one obeys them.</td>
</tr>
<tr>
<td></td>
<td>▪ Port Douglas Road – roundabout and existing crossing near Argincourt St are inadequate and unsafe for children. Major access corridor for vehicles travelling into/out of Port Douglas.</td>
</tr>
<tr>
<td>Redlynch State College</td>
<td>▪ Redlynch Intake Road – Unsafe due to high speeds and traffic volumes. A dedicated off-road facility and / or widening is required.</td>
</tr>
<tr>
<td></td>
<td>▪ Freshwater Creek offers potential for walk/cycle access – some safety concerns i.e. secluded area.</td>
</tr>
<tr>
<td>St Augustine’s College (Cairns)</td>
<td>▪ Apply 40km/h speed zone to - Scott St and Draper St near school campus.</td>
</tr>
<tr>
<td></td>
<td>▪ Draper St (between Mulgrave Rd – Comport St) – very dangerous at peak times.</td>
</tr>
<tr>
<td></td>
<td>▪ Bunda St – requires a crossing near Cairns Central Train Station.</td>
</tr>
<tr>
<td>St Mary’s College (Woree)</td>
<td>▪ Bruce Hwy - missing path (Anderson Rd - Foster Rd); Brinsmead Road bike lanes - intermittent, unsafe, wide; Irene St bike lanes - widen western side ( McGregor - Beatrice); Yara St bike lanes - widen (Toogood - De Jarrais); Additional crossing points of Captain Cook Highway between Smithfield - Palm Cove; Mulgrave Rd – hazardous roundabout at Anderson Rd &amp; Fairview St.</td>
</tr>
<tr>
<td>St Michael’s School (Gordonvale)</td>
<td>▪ Mill St – paths and upgraded crossings needed</td>
</tr>
<tr>
<td></td>
<td>▪ Riverstone Rd – path needed linking to western side of Gordonvale.</td>
</tr>
<tr>
<td>Trinity Anglican School (Woree)</td>
<td>▪ Dangerous crossing at Bruce Highway – Progress Rd/ George Cannon Blvd.</td>
</tr>
<tr>
<td>Whitfield State School</td>
<td>▪ McManus St / Cairns Western Arterial Road intersection – unsafe for primary students trying to cross the road. Pedestrian refuge and warning signage needed.</td>
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<td>▪ Marino St, Whitfield – path needed. Dangerous conditions in ‘drop and go’ zone and boggy ground after rain.</td>
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<td>▪ Ramsay Dr underpass to Reservoir Rd – muddy and slippery. Difficult to cross Reservoir Rd.</td>
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<tr>
<td>Woree State High School</td>
<td>▪ Bruce Highway – missing section of path from George Cannon Blvd to Anderson Rd, Woree.</td>
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<td>▪ Other hazardous routes – De Jarlais St (Earville), Windarra St (Woree), and Anderson St highway crossing to White Rock.</td>
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<td>▪ Varley St – upgraded crossing with supervisor needed near Rhonda St (speeding cars).</td>
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<tr>
<td>Schools that did not answer this question</td>
<td>▪ Edge Hill State School; Isabella State School; McDonnell Creek State School; Minwinni State School; Mother of Good Counsel School; Trinity Anglican School (Kewarra Beach); White Rock State School</td>
</tr>
</tbody>
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