

# Overview of an alternative to the current Draft Concept Design

Hi,

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

## Part 1      Sheets 1 – 4

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

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

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

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

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

Part 2      Sheets 5 – 7

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

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

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

I hope this proposal is of interest to you.

Cheers  
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