

### Link concept - Mossman to Port Douglas

#### Mossman to Port Douglas

##### Strategic positioning

###### Link description

The proposed principal cycle route begins at the intersection of Captain Cook Highway and Bow Street, Mossman. It heads in a southerly direction, along the Captain Cook Highway to Port Douglas. At the intersection of Captain Cook Highway and Port Douglas Road, the route follows Port Douglas Road to the Port Douglas centre, where it then follows Macrossan Street, terminating at the intersection of Macrossan Street and Wharf Street.

###### Strategic position

This link is part of a prioritised corridor in the Cairns Regional Council section of the Principal Cycle Network Plan for Far North Queensland.

The link will connect two district regional activity centres of Mossman and Port Douglas to provide a connection for residents to these centres as well as catering for tourists and recreational users.

This link is shown in Map 3 and Map 4 of the Network Maps.

###### Concept design

The link and its associated sections is detailed on Drawing No's 1A, 1B and 1C.

###### Link owner

The principal cycle route along the Captain Cook Highway and Port Douglas Road are both state-controlled, whilst the cycle routes proposed along Davidson Street and Macrossan Street are Cairns Regional Council controlled roads.

###### Connection priority

The route ranked in the top 25 routes for this region. The Port Douglas component of the route ranked as the top priority for the former Douglas Shire Council local government area. At the stakeholder workshop, the route was identified as being one of the top 10 priority routes for the region. Key aspects relating to its priority are that:

- it was identified as a priority link during the stakeholder consultation processes
- the route ranked highly in terms of the number of attractors it serves and the variety of these attractors along the route
- there is also a medium level of heavy vehicle use along the route.

##### Proposed treatments

- Section 1 (Captain Cook Highway between Bow Street and south of Harper Street) through the Mossman centre area comprises bike lanes
  - Section 2 (Captain Cook Highway between Harper Street and the rail line crossing (near Shannonvale Road) through the southern urban area of Mossman comprises a 3.5m shared path. In this section an alternative route for investigation is also proposed along Shannonvale Road due to potential limitations in road reserve widths along the Captain Cook Highway and potential to reduce bridge widening requirements
  - Sections 3 and 4 along the Captain Cook Highway (between the rail line crossing near Shannonvale Road and 500m north of Port Douglas Road) consists of 2.5m shared path
  - Section 5 along Port Douglas Road (between the Captain Cook Highway and Macrossan Street) consists of 3.5m shared path
  - Section 6 along Macrossan Street (between Port Douglas Road and Grant Street) consist of on-road bike lanes
  - Section 7 along Macrossan Street (between Grant Street and Wharf Street) consists of a new path.
- It is noted that along Port Douglas Road where an off-road shared path is proposed, on-road cycle facilities should also be provided as either a formal cycle lane or as part of the road shoulder. This may be able to be implemented as part of line marking and re-sheeting programs. Some sections already exist.

##### Conditions and form

###### Existing conditions

A commuter and recreational facility exists along Port Douglas Road and also along sections of the Captain Cook Highway in south Mossman. There are also some bike lanes recently implemented on Port Douglas Road near the shopping centre. Otherwise, no other cycle facility currently exists.

###### Interaction issues with other traffic

There are currently no cycle facilities on the Captain Cook Highway (except within urban area of Mossman central business district), and cyclists currently have to mix with traffic. The Captain Cook Highway forms a major highway link between Cairns and Mossman and Port Douglas.

Off-road paths are proposed to minimise the interaction of cyclists and motorised traffic along the Captain Cook Highway, with the exception of bicycle lanes in the Mossman central business district where the traffic speeds are much lower and there is a higher level of pedestrian activity associated with the adjacent land use in the commercial area.

- Off-road paths (existing and proposed) should also be designed and assessed according to Crime Prevention Through Environmental Design principles with regular maintenance of shrubs and vegetation to improve visibility and increase security.

A similar on-road facility has been proposed in the Port Douglas central business district except where proposed works associated with the Port Douglas Waterfront Master Plan may result in a cycle facility separated from pedestrians

###### Other operational issues

Section 1 can be achieved through proposed Department of Transport and Main Roads upgrading plans, which incorporate on-road bike lanes in the urban area of Mossman central business district.

There is a need to further investigate how to achieve cycle facilities across bridge crossings. These investigations will include the possibility of the requirement of a separate bridge.

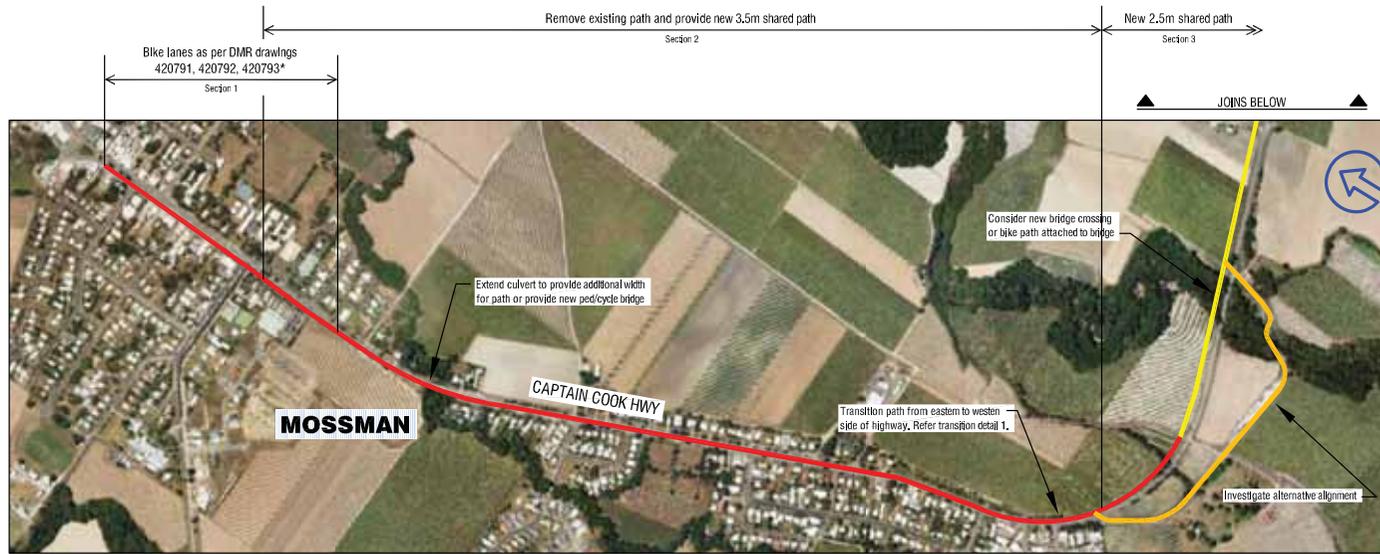
Section 7 could be delivered as part of the Port Douglas Waterfront Master Plan project.

###### Known potential issues/risks

Macrossan Street – the proposed facility north of Grant Street to be considered in conjunction with the outcomes of the Port Douglas Waterfront Master Plan project. This may require removal of some existing vegetation.



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Transition Detail 1  
Scale 1:1000 @ A3



\* DMR drawings 420791, 420792, 420793 available from Dept of Transport & Main Roads

**CONCEPT ONLY**

Subject to detailed feasibility investigations.

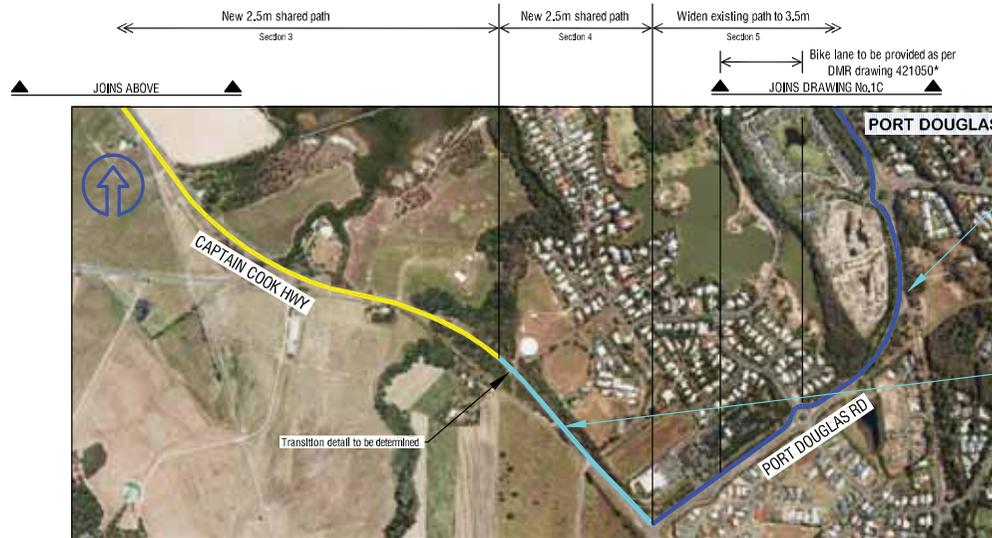
Principal Cycle Network Plan for Far North Queensland  
Mossman to Port Douglas  
Proposed Link Alignment

Drawing No.1A

Date: 29.05.09



Concept design - Mossman to Port Douglas



Section 5



Section 4



\* DMR drawing 421050 available from Dept of Transport & Main Roads

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Principal Cycle Network Plan for Far North Queensland  
Mossman to Port Douglas  
Proposed Link Alignment  
Drawing No. 1B  
Date: 29.05.09



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