

Transport Infrastructure

This Fact Sheet provides an overview of the transport infrastructure that must be provided to support the KUR-World development, and impacts on existing transport infrastructure

The proposed KUR-World development will generate additional traffic on the surrounding network. The key potential impacts of the development traffic have been identified as:

- Increased delays, due to insufficient capacity at intersections or on road links within the study area; and
- Reduced safety, due to increased chance of conflict between vehicles.

An assessment of the predicted traffic impacts of the construction and operations phases was undertaken in accordance with the Guidelines for Assessment of Road Impacts of Development (DTMR, 2006), which considered the contribution of both background traffic volumes and the development generated traffic volumes in each stage of the development and over the ten-year design horizon. The results of this traffic assessment showed that the surrounding road network generally had sufficient capacity to accommodate the future traffic volumes with various upgrades to improve road link and intersection capacity required to accommodate development traffic volumes.

The Level of Service (LoS) on the Kennedy Highway (Cairns to Mareeba) is anticipated to reach LoS D in pre and post development scenarios i.e. the capacity of this section of the Kennedy Highway will be reached with or without KUR-World. The addition of traffic related to the KUR-World development resulting in LoS D being reached between four and seven years earlier than in the absence of the development. However, travel time increases are anticipated to be minimal. No measures to improve capacity of the Kennedy Highway are proposed, as these would be an unreasonable cost requirement for the KUR-World project alone to bear. Various other mitigation measures are proposed to reduce the impact of traffic generated by the development, and these include Park and Ride sites for operational and construction staff, which are anticipated to begin operation prior to the commencement of construction of Stage 1B.

Proposed road safety upgrades have been developed to reduce the likelihood of accidents on the Kennedy Highway, specifically in relation to increased crash frequency due to development traffic. The proposed measures will require agreement from relevant agencies on their suitability and the rollout of mitigation measures.

A summary of all the proposed mitigation measures is given below:

Mitigation measures for intersections

- Extensions to the turn lanes at the Kennedy Highway / Myola Road / Rob Veivers Drive intersection to ensure the intersection operates within the acceptable limits over the design horizon. Right and left turn storage bay lengths on Myola Road are to be extended to 25m and 30m respectively, with the right turn storage bay on Rob Veivers Drive to be extended to 30m. This is to be completed prior to the completion of Stage 3 construction and comply with DTMR and Austroads Standards.
- Upgrade of the Myola Road / Kuranda Heights Road intersection to a roundabout to accommodate the additional leg of the intersection as a development access and ensure the intersection operates within acceptable limits across the design horizon. This is to be completed prior to the completion of Stage 1B construction and comply with MSC and Austroads Standards.
- Provide a Channelised Right Turn Treatment at the Kennedy Highway / Greenhills Road intersection to provide right turn vehicle storage. This is to be completed prior to the completion of Stage 2 construction and comply with DTMR and Austroads Standards.

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KUR-World SITE

UPGRADE BARNWELL ROAD IN ACCORDANCE WITH THE FNQROC DEVELOPMENT MANUAL.
UNDERTAKE ROAD SAFETY AUDITS OF LOCAL ROADS

UPGRADE TO THE MYOLA ROAD / KURANDA HEIGHTS ROAD INTERSECTION

INTERSECTION UPGRADE TO KENNEDY HIGHWAY / GREENHILLS ROAD INTERSECTION

KURANDA INTERSECTION CAPACITY & SAFETY UPGRADES AT KENNEDY HIGHWAY/MYOLA ROAD / ROB VEIVERS DRIVE INTERSECTION

SMITHFIELD

PROVIDE 50 CAR PARKING SPACES FOR PARK & RIDE FACILITY IN MAREEBA

KENNEDY HIGHWAY BETWEEN KURANDA & MAREEBA
| PROVIDE AUDIO TACTILE CENTRE LINE MARKINGS TO 50% OF THE HIGHWAY.
| PROVIDE APPROX. 8.75KM OF ADDITIONAL WIRE ROPE BARRIER IN VARIOUS LOCATIONS.
| PROVIDE ADDITIONAL WARNING & GUIDE SIGNAGE.

UNDERTAKE DETAILED PAVEMENT IMPACT ASSESSMENT OF KENNEDY HIGHWAY FOR CONSTRUCTION OF STAGE 2 OF THE DEVELOPMENT

PROVIDES 170 CAR PARKING SPACES FOR PARK & RIDE FACILITY IN SMITHFIELD

ENTER INTO FORMAL AGREEMENTS WITH KURANDA SCENIC RAIL & SKYRAIL OPERATORS

PROVIDE ADDITIONAL OVERTAKING LANE ON KENNEDY HIGHWAY FOR MAREEBA BOUND TRAFFIC BETWEEN KURANDA & MAREEBA ~ LOCATION TO BE DETERMINED

KURANDA RANGE ROAD
DEVELOP & INSTALL VARIABLE SPEED LIMIT SYSTEM

Transport Infrastructure CONTINUED

KUR-World
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Mitigation measures for road links

- An additional overtaking lane is to be provided on the Kennedy Highway (Kuranda to Mareeba) for Mareeba bound traffic to improve capacity on this section. This is to be completed prior to the completion of Stage 3 construction and comply with DTMR and Austroads Standards. The suitable location is to be determined in conjunction with DTMR.
- Barnwell Road is to be upgraded to a sealed standard in accordance with FNQROC standards, prior to the completion of Stage 1A construction.

Road safety mitigation measures

- It is proposed to develop (in conjunction with DTMR) a Variable Speed Limit (VSL) on the Kennedy Highway (Cairns to Kuranda) to reduce the expected number of crashes to pre-development levels prior to the commencement of Stage 2 operation. The VSL proposes to reduce the speed limit by 10 or 20km/h dependent on road conditions. It is expected that there will be a reduction in the number of pre-development crashes of 4.3 crashes over five years with the addition of development traffic and the VSL.
- To reduce the expected crash rate on the Kennedy Highway (Kuranda to Mareeba) to pre-development levels with the addition of development traffic it is proposed to:
 - Provide Audio Tactile Centre Line Markings (ATLM) to 50% of the Kennedy Highway from Kuranda to Mareeba to reduce run off road and head on crash frequency. It is estimated that only 15% of the Kennedy Highway currently has ATLM.
 - Provide approximately 8.75 km of additional wire rope barrier on the Kennedy Highway in various locations on the road shoulder. This is proposed to reduce run-off road and loss of control crashes.
 - Provide additional warning and guide signage on the Kennedy Highway in various locations to reduce rear end crashes. The location and type are to be determined in accordance with DTMR.
- Filtered right turns are to be banned at the Kennedy Highway / Myola Road / Rob Veivers Drive intersection to improve safety at this location. This should be completed in conjunction with the capacity upgrades required at this location.
- Road Safety Audits of Barnwell Road, Myola Road and Rob Verviers Drive are to be completed and required mitigation measures (to be determined in coordination with MSC) implemented prior to development traffic volumes exceeding 5% of the base traffic volumes on these roads.

Other traffic mitigation measures

- A detailed Pavement Impact Assessment is required to be completed on the Kennedy Highway (Cairns to Kuranda) to determine pavement impacts of the development prior to the completion of Stage Two Construction.
- An agreement is to be reached between Skyrail and Scenic Rail operators confirming their ability to provide transport to KUR-World for resort guests.
- Sufficient on-site car parking is to be provided to accommodate the expected operational and construction traffic. It is estimated that 365 car parks will be required to be available to the public at the completion of Stage 3 construction.
- Staff Park and Ride facilities and shuttle service between facilities and KUR-World are to be provided at Smithfield and Mareeba for use by construction and operational staff to reduce traffic volumes on the Kennedy Highway. Approximately 170 car parking spaces will need to be provided at Smithfield with approximately 50 car parking spaces to be provided at Mareeba. The exact location of these facilities are to be determined and to be provided prior to undertaking Stage 1B construction (to be provided in stages to meet demand). Conditions of employment for both operational and construction staff should include the use of the shuttle service.
- A Construction Traffic Management Plan will be required prior to the commencement of construction to detail access to the site including the use of Park and Ride Shuttles for Cairns and Tableland based workers.

There are no adverse impacts anticipated for air or public transport due to the operation of the KUR-World development. No adverse pedestrian impacts are anticipated. The project has potential to improve public transport in Kuranda, should demand exist within the community. It is anticipated that the pavement on the Kennedy Highway has sufficient capacity to accommodate the increase in heavy vehicles due to the development. An agreement is required be reached between Skyrail and Scenic Rail operators to provide for the transport of resort guests to KUR-World.