

# CARA Submission to Noosa Shire Council & TMR

Proposed solution to traffic congestion at the Diamond/Elm Street Intersection.

**Presented to:**

Traffic Advisory Committee Meeting 22 May, 2019



Diamond/Elm Streets Intersection

**Submitted by:**

Traffic Subcommittee  
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## **BACKGROUND**

The Bruce Highway traffic was diverted around Cooroy 25 years ago. More recently, Highway interchanges have been completed with a roundabout at the town's southern entrance (Nandroya Road) and traffic is directed via Myall and Elm Streets into Cooroy and onward to Noosa via Diamond Street. Since then, local and visiting traffic has increased considerably to the point where there is a bottleneck situation at the town's one railway bridge intersection (Elm and Myall Streets) and congestion at the Diamond/Elm Streets intersection.

In recent years, the town has been expanding to the east of the railway line, and two development proposals, fronting Diamond and Elm Streets, will consolidate this trend. The east side needs both traffic amelioration and traffic calming along with intersection control at this intersection. The congestion here has led to Opal and Pearl Streets becoming "rat runs" used by drivers wishing to avoid the congested intersection. Morning and afternoon school traffic is very heavy, given that one school is on the west side of the railway line and the other on the east.

In 2018, TMR provided the community with their preferred solution of traffic lights for the two intersections, and produced designs for each intersection. The town was asked to comment on this solution and decide if the community would prefer traffic lights or roundabouts.

### **Town Meeting**

Around 200 residents attended the meeting facilitated by CARA and the Cooroy Chamber of Commerce at Cooroy Memorial Hall on 5 February 2019. Mayor Tony Wellington presented an extensive historical overview of the present proposals, and local MPs Marty Hunt and Sandy Bolton provided further information and answered questions.

Although the only option on the table was traffic lights, an exit poll of 115 people showed 46 wanting lights at the Myall/Elm intersection and 60 preferred a roundabout, while 10 preferred no change. At the Diamond/Elm intersection, 45 wanted lights while 60 voted for a roundabout with 11 votes for no change.

TMR also provided an opportunity for written submissions, which closed on 18 February 2019. The results indicated that most people prefer roundabouts to lights. This is the "Noosa Council way" at over 140 intersections in the Shire.

### **Government Response**

Marty Hunt (State Member for Nicklin) reported on 18 April 2019 that TMR has advised "the majority of people who participated in the consultation process are against traffic lights as the solution to the safety issues at these intersections".

### **The CARA Plan**

CARA believes that the best solution for the two intersections is a new rail crossing via a bridge carrying four lanes of traffic, and for the Diamond/Elm Streets intersection to have a two-lane roundabout. While we await TMR's new rail crossing proposals, we offer a practical solution to the Diamond and Elm intersection only, on the understanding that new rail crossing proposals, being formulated by TMR, would affect any solution for the Myall/Elm Streets intersection.

To this end, CARA is presenting a concept plan for this intersection. This plan acknowledges the east side as an alternative retail zone, which should be developed with a Cooroy character. Traffic lights at this intersection would create a suburban Brisbane look that would be neither appropriate for our rural retail precinct, nor match the Noosa ethos of roundabouts as the preferred traffic solution.

### **Safety**

Roundabouts encourage motorists to slow down, are cheaper to maintain in the long run, and, when combined with speed restrictions and appropriate pedestrian crossings and bicycle lanes, will allow school children safe passage on their way to the schools.

We acknowledge that traffic lights allow for better pedestrian crossings, but believe with our new raised crossing plans and reduced speed limits we would improve safety considerably. And the Elm Street traffic lights at the Primary School will remain as the major crossing for that busy road.

CARA's plan includes:

- lower speed limits in Diamond and Elm Streets as well as adjacent local streets;
- a two-lane roundabout that presents a new eastern entrance to Cooroy;
- pedestrian crossings to both new development proposals;
- bike lanes;
- associated traffic calming measures; and
- a Transit Centre near the railway station, removing the need for roadside bus stops.

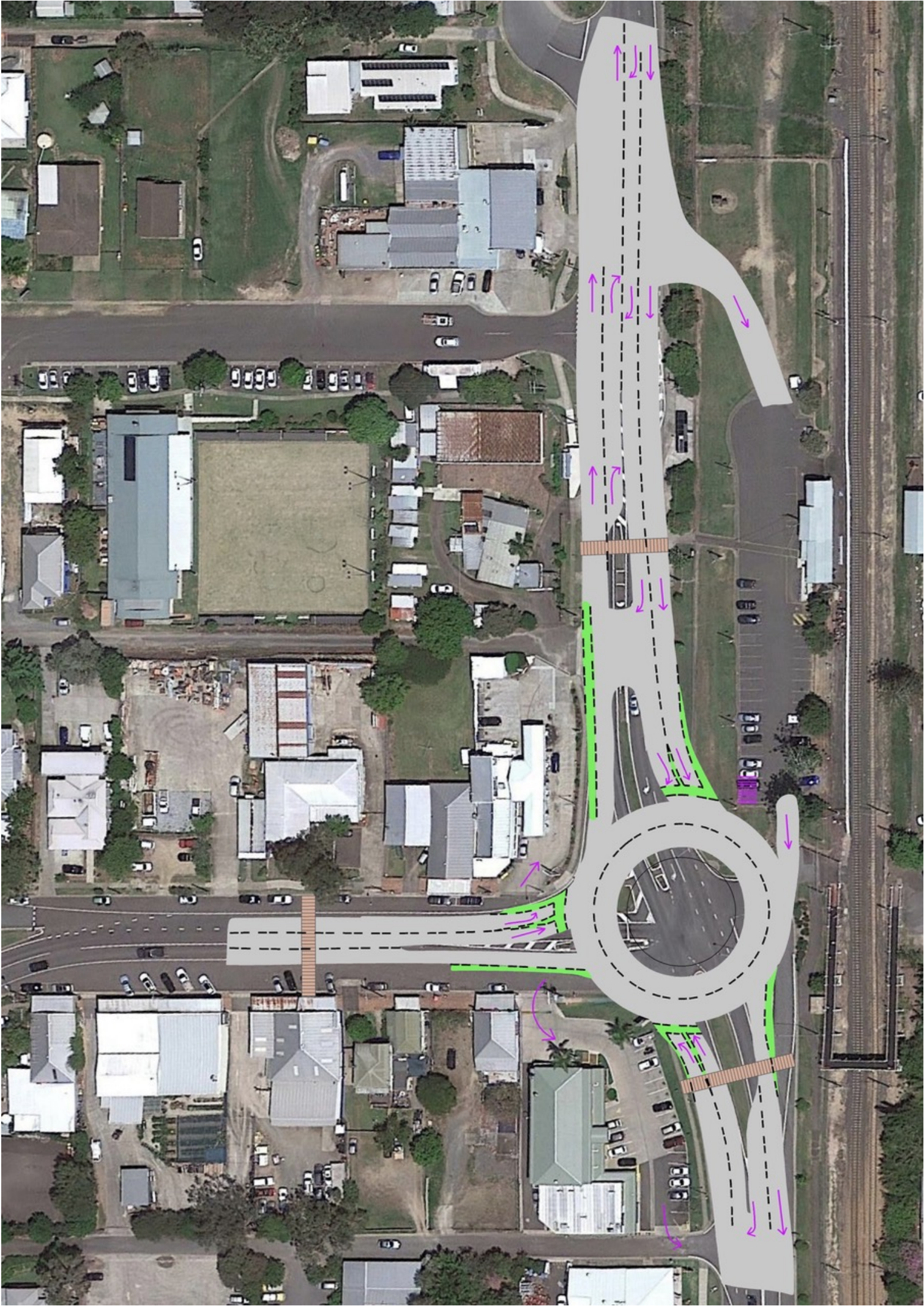
We ask that this submission be considered seriously by TMR as the community requested option. We certainly would welcome a meeting with Council and TMR to answer any questions, and further present our proposal.

Rod Ritchie  
President  
Cooroy Area Residents Association

### **Attachments**

1. A conceptual plan for an Intersection roundabout, crossings, and traffic lanes
2. Proposed traffic speed restriction zones.







# DEVELOPMENT OF INTEGRATED TRANSPORT, TRAFFIC & PEDESTRIAN FLOW IN ELM AND DIAMOND ST

## Key Components

- Reduced Speed Limit - 40Km Zone ( as marked on map following )
- Roundabout at Diamond and Elm with gateway to Noosa Shire theme
- New Transit Centre close to Railway line
- All Buses to enter Railway car parking area for passenger connection with different entry points from north and south to avoid turnaround issues
- All traffic to Exit Left only from Railway and passage around the Roundabout
- New Retail areas to consider appropriate Car Park inflow/outflow
- 2 new raised Pedestrian Crossings
- A wide Pedestrian and Cycle Path to pass the Roundabout

**Note:** All features outlined in Map detail following

