

ATHERTON TRAFFIC FLOW – TOWN MEETING

Tuesday 10th March, 5:30 pm | Atherton Hotel

Purpose: To provide the community with feedback on the questions raised relating to Atherton Traffic flow impacting the business community.
Questions were compiled by Atherton Tableland Chamber of Commerce following consultation with the business community via social media February 2026

Panel: Tablelands Regional Council:
Mayor Rod Marti, Tablelands Regional Council
Mark Vis, General Manager Infrastructure Services
Greg Bowden, General Manager Placemaking

MC: Michael Lawrence

Apology: Ghis Gallo, President of Atherton Tablelands Chamber of Commerce
Andrea Chamberlain, Atherton Tablelands Chamber of Commerce
Cr Dave Bilney, Tablelands Regional Council

1.0 Questions and responses relating to local roads from Tablelands Regional Council

1.1 Parking & CBD Planning

1.1.1 Are Main Street parking bays compliant with modern vehicle dimensions, and is redesign or reconfiguration being considered?

Parking bays are within the Australian Standards at 2.4m to 2.6 m.

Reconfiguring the bays would reduce parks from 245 to 231.

March 2000, TRC conducted a review including a poll with the community.

1.1.2 Can signage or public education be improved to maximise safe and efficient use of angle parking?

TRC's role is not to regulate parking.

TRC Local Law officers could govern carparking, but this would be very expensive.

1.1.3 Why is parking near the Tolga Road roundabout limited for adjacent businesses, and should this area be formally incorporated into CBD parking planning?

Further clarity needed as to which roundabout this question relates to.

1.1.4 What improvements are planned for disability parking to ensure spaces are level, appropriately sized, and safely positioned?

More disability parking bays will be available in Mabi Way (Priors Creek Development)
Mayor Rod Marti noted that Councillors would be agreeance to commission a review of size (of spaces), number and disability parking.

TRC has a Walking Network Plan Grant- accessibility for all abilities to work on footpath access and ramps etc.

Community requested TRC reconsider a review of a Parking Inspector to allow customers to park on Main Street.

1.1.5 Is there scope to introduce dedicated RV parking in Atherton, such as converting portions of the grassed centres on Cook Street near the Woolworths roundabout into parallel RV-only parks?

TRC is very aware of this issue and would need to undertake a wider study.

Priors Creek development does include an increase in RV parking spaces

Better signage needed for the Cook Street/Railway Lane roundabout carpark.

1.2 Priors Creek & Local Network Design

Why was the original through-traffic design for Priors Creek Parklands amended, and what modelling has been undertaken to assess its impact on Main Street congestion?

How have traffic volumes been modelled for Railway Lane and Mabi Lane, particularly regarding impacts on Jack Street?

Modelling has been undertaken on the impact of traffic flow on Main Street from the new Prior's Creek Development.

Both Railway Lane and Mabi Way will run South to North.

Modelling noted minimal impact on Main Street traffic flow.

Queries raised as to whether the Planning Reports were public documents.

TRC believe yes and will work with the Chamber to make these available/ or advise accordingly.

1.3 Road Connectivity & Network Resilience

Why does Manthey Road not connect through to the Isabella Street extension, and could this be reinstated to improve network resilience if Tolga Scrub Road is closed?

Manthey Road's connection through to Isabella Street will be reconnected by the Developer.

1.4 Local Pedestrian & Environmental Safety (Council-Controlled Areas)

1.4.1 Can pedestrian safety near Woolworths be improved, potentially through signalised crossings or other traffic calming measures?

TRC very aware of this issue and have looked at crash history reports. The recommendation is to install more pre-warning line marking. TRC looking at black spot funding for these improvements.

1.4.2 Are there plans to improve vegetation management near bridges and roundabouts to improve visibility and pedestrian safety?

TRC currently seeking quotes from landscape architect to manage vegetation near bridges and roundabouts including Robert Street, Cook Street and Main Street.

2.0 Questions relating to State Controlled Roads for Department of Transport and Main Roads

2.1 Tolga Road Corridor & Major Intersections

- What options are being considered to reduce congestion on Tolga Road between Golf Links Road and Grove Street, including potential widening treatments such as modification of the existing “wildflower wall”?
- What is the preferred treatment for the Grove Street and Tolga Road intersection — traffic signals or a roundabout — and what criteria are being used to determine this?
- Has a roundabout at Golf Links Road and Tolga Road been formally assessed, and what safety upgrades are planned for this intersection?
- How will proposed traffic signals at Grove Street and Tolga Road impact vehicles exiting adjacent businesses during peak periods and holiday traffic surges?
- What safety upgrades are planned for the Eclipse Drive and Tolga Road intersection, given vehicle speeds and restricted sight lines?

2.2 Robert Street / Louise Street Corridor

- Has TMR assessed the need for traffic signals at the intersection of Robert Street and Louise Street, given reported safety concerns and increasing traffic volumes?
- What modelling has been undertaken for this corridor, and how is projected population and vehicle growth being factored into future planning?

2.3 Main Street Traffic Flow

- How does the central pedestrian crossing on Atherton Main Street impact traffic flow, and are alternative designs being considered that maintain pedestrian safety while improving movement?
- What mitigation measures are being considered to address congestion at the Tate Road and Main Street intersections near Tolga?

2.4 Heavy Vehicles & Through Traffic

- Why are heavy vehicles continuing to travel through Atherton Main Street, and is the designated alternate route sufficient and safe?
- What improvements are required at the Lawson Street / Marion Street intersection onto the Kennedy Highway in Tolga to ensure heavy vehicles can safely use the intended route?

- Has TMR assessed diverting Malanda/Ravenshoe through-traffic away from Atherton Main Street via Robert Street, Cook Street, and Louise Street, and what infrastructure upgrades would be required?
- At the heavy vehicle detour / watershed intersection entering Atherton, has the need for traffic signals been assessed due to long wait times and safety concerns?

2.5 Pedestrian & Active Transport Safety

- Does Roberts Street require a formal pedestrian crossing near the Library / Water Street intersection to support school children and families?
- Can pedestrian visibility and safety at the central Main Street crossing be improved, particularly during peak times?
- Has an underpass or alternative pedestrian pathway near the roundabout bridge been assessed?
- Would additional pedestrian pathways on both sides of the bridge improve safety and access to the Rail Trail and Rotary Park?

Statement received from Department of Transport and Main Roads (TMR)

Detailed design has been completed for the proposed upgrades to the intersection of Kennedy Highway and Golf Links Road.

These upgrades include the construction of a roundabout and an off-road shared path for pedestrians and cyclists, aiming to improve safety and traffic flow for vehicles accessing the Kennedy Highway, while also improving accessibility for pedestrians and cyclists.

While a business case has been finalised for potential upgrades to the nearby Grove Street intersection, funding for the detailed design phase of this project has not been allocated. Similarly, construction for upgrades at Golf Links Road remains unfunded.

The prioritisation and allocation of funding for transport projects across Queensland are carefully assessed to ensure that resources are directed to areas with the highest need. These decisions are guided by the Queensland Transport and Roads Investment Program (QTRIP), which outlines planned infrastructure investments over a four-year period.

The Department of Transport and Main Roads remains committed to ensuring the safety of all road users and will continue to carry out regular maintenance and repairs along this section of the Kennedy Highway to ensure its ongoing safety and reliability.

Louise Dutton

[A/District Director \(Far North\) | North Queensland Region](#)

Program Delivery and Operations Branch | Infrastructure Management Delivery Division

Department of Transport and Main Roads

Comments from Tablelands Regional Council (relating to State controlled roads)

- Mayor Rod Marti addressed the meeting noting TRC are aware TMR have completed a plan for Golf Links Road but has no funding.
- If any investing in any intersection, it would be traffic lights for the intersection of Grove Street (and Tolga Road) and will continue to advocate with TMR for these intersections.
- Traffic Impact Assessment studies have been done as they help with grants and improvements and processes forward. Mayor Marti said The Golflinks Road intersection design has been completed as well as Grove Street intersection design done but both waiting on funding from TMR.
- A study on the Malanda Kennedy Highway intersection has also been completed. TRC have spoken to TMR about accidents at each intersection. Approval and Funding is required by TMR.

3.0 Questions from the floor

Increased parking at Atherton Hospital

TRC aware of the issues with parking at the hospital; parking option near the helipad but need to consider safety issues to access the area (driving in and out of Louise Street).

Wash out at Beantree Road Kairi (coming off Tinaroo Falls Road)

TRC aware of this issue and are looking for a solution; have used a lot of gravel; may need to look at widening the road.

Airport Road, Atherton

Road needs to be bitumen and issues addressed with access into Airport Road.
TRC noted.

Consideration for Tolga Road Speed Limit to be reduced to 40 klms p/hour

Tolga Road is a state-controlled road.
Mark Vis noted and will take this matter to the Speed Management Committee.

Impact on the closure of Railway Lane carpark for 4 months on Main Street businesses

Concerns raised with the impact of the closure already being felt within 2 days of the closure.
Requested that TRC consider staggering the closure.

Heavy vehicles using Main Street during business hours

Legally TRC cannot stop heavy vehicles accessing Main Street.

Discussions on a By-pass

Mayor Rod Marti advised that this is a state Government matter and designs are in place for both Atherton and Mareeba.

Turning right into Nye Street

Concerns raised with safety issues when turning right into Nye Street; suggestion is to remove the option to turn right and instead do a u-turn at the roundabout and then left into Nye Street.
TRC liked the suggestion and will have a team look into it.

Discussions on Main Street pedestrian crossing

Suggestion to introduce pedestrian's give way to traffic (like Mareeba).
The community would need to advocate for a zebra crossing to be removed.
TRC may consider pedestrian crossing lights.

Cook Street Pedestrian Crossing

Suggestion to improve signage and possible warning lights

New roundabout outside Far North Office Choice

Roundabout for truck access. Mark Vis will check that the roundabout is suitable for truck access; it should be to the correct measurements.

Question on TRC Town Planners

3x Town planner's work together.

Planning scheme is about 10 yrs old and being updated.

Communication from TRC

Community what to know that they (TRC) are advocating for.