

# Charlotte Street Revitalisation Cooktown

## Community Feedback Summary and Final Concept Plans

### INTRODUCTION

The Charlotte Street revitalisation project was commenced in 2016 with the objective of reviewing the conceptual streetscape along Charlotte Street between the Boundary Street roundabout and the wharf area. GGI Landscape Architects were engaged to complete concept design works and community consultation sessions.

The first community consultation session (Session 1) was held at the Cooktown Events Centre on 30 November 2016. A summary of the results for the Session 1 community consultation and community survey was prepared by GGI Landscape Architects and provided to Cook Shire Council in February 2017. The concept drawings provided to Session 1 are included as an appendix with summarised feedback from this session provided in the section following.

Taking on board feedback from Session 1, a second set of concept drawings was completed and provided to a community consultation session (Session 2) undertaken on 7 June 2017 at the Cooktown Events Centre. Community feedback was invited subsequent to this session until 12 July 2017. GGI Landscape Architects provided a summary of the 22 responses received after Session 2 in August 2017. The concept drawings provided to Session 2 are included as an appendix with summarised feedback from this session provided in the section following.

Further to the two community consultation sessions a feedback summary was collated to inform the finalisation of the Charlotte Street concept drawings. Final draft drawings were provided to Cook Shire Council in October 2017. With the final design of the wharf end tie-in to the waterfront determined in 2018, final concept drawings have now been completed to reflect the arrangement at the wharf end.

This document provides summary of the community consultation feedback from sessions in November 2016 and June 2017, and response to this feedback in finalising the Charlotte Street concept drawings.

The concept drawing sets provided to community consultation Sessions 1 and Session 2 and the finalised drawing set are included as attachments to this document.

### COMMUNITY CONSULTATION AND RESPONSE SUMMARY

A summary of the community consultation feedback for Sessions 1 and 2 follows. The feedback has been collated into various asset items/themes.

#### ROADWAY

---

##### Session 1: Nov 2016:

1. Straight road alignment (no change to current)

2. Retain current width and historical feel (also session 2, retain heritage kerbs)
3. Seal unsealed shoulders (also session 2)
4. (Proposed intersection treatment safer)

#### Session 2: June 2017:

1. Of great concern was **Intersection Treatment** as follows:
  - a) How do larger vehicles negotiate the tighter intersections?
  - b) If the intersection islands were concrete this would adversely impact streetscape
  - c) Proposed single lane intersections would cause congestion
  - d) Request public art and low landscaping be incorporated into traffic islands (1 submission)
  - e) Relocate traffic island at fountain to Banks St bend for safety reasons
2. Of great concern was **Wharf area Treatment**:
  - a) Loss of turnaround area at wharf for larger vehicles which use this now
  - b) One way road would be congested with mixed-use vehicles
  - c) Concern over reverse boat trailer parking, request for drive in-drive out boat trailer parking
  - d) Reduce trailer & boat parking for aesthetic/ beautification reasons Vs increase car parking in this area
  - e) No parking at 'Tree of Knowledge'
  - f) Increase boat trailer parking Vs move this further away Vs boat trailer parking closer to the boat ramp
  - g) Extend loading area at the jetties
  - h) Provide traffic calming speed bumps to Webber Esplanade
  - i) Request angle and not 90 degree parking along the one way roadway
3. Entry Roundabout:
  - a) Improve roundabout for larger vehicles
  - b) Plant roundabout
4. Kerbs:
  - a) Retain heritage kerbs
  - b) Construct new kerbs to match existing heritage kerb, incorporate local granite into all new concrete works (1 submission)
5. All cross-overs to be cohesive in appearance, standard design (1 submission)
6. Provide road separation to achieve 3% fall to gutter (1 submission)

#### PARKING

---

#### Session 1 Nov 2016:

1. Retain parking capacity or increase parking capacity
2. Wharf parking needs to work
3. Provide inclusiveness for caravan and long vehicle access/ parking/ bus parking

#### Session 2 June 2017:

1. Provide wheel stops to Charlotte Street
2. Loading areas where? Designated bus stops where? Disabled parking where? Long vehicle parking where?

## ROAD ACCESS

---

1. Maintain existing access to wharf from Charlotte Street
2. Allow for truck access
3. Wharf functional for vehicles/boats/parking

### Session 2 June 2017:

1. Refer notes under 'Roadway' particularly '..Wharf Area..'

## PATHWAYS AND PEDESTRIAN ACCESS

---

1. Provide appropriate street crossings (but not too many)
2. Upgrade footpaths ([also session 2](#))
3. Provide footpath connections to and from Charlotte Street (wider network)
4. Change bike/ shared pathway alignment from Charlotte Street to Adelaide Street/park precinct with connections to and from Charlotte Street ([also session 2, refer below](#))

### Session 2 June 2017:

1. Retain or reinstate in new works existing mosaic art along foreshore footpath
2. Pedestrian Crossings:
  - a) Concerns over proposed crossing points, namely safety and location
  - b) Concerns at Post Office regards crossing placement and Post Office loading concerns – align crossing to Bowls Club
  - c) Create safer pedestrian opportunities
  - d) Add zebra crossings to proposed crossing points
3. Cycle route:
  - a) better aligned and safer on Adelaide Street
  - b) suggest place cycle lane in front of parked cars adjacent kerb for safety reasons (1 submission)

## VEGETATION/ TREES

---

1. No trees in road centre, plant on verge ([also session 2](#))
2. Retain existing trees
3. New trees to be native ([supported session 2, or medicinal, and no mangoes](#))
4. Small non-dominant plantings

### Session 2 June 2017:

1. More street trees to shade and cool Charlotte Street (1 submission)

## GENERAL

---

1. Improve street lighting
2. Continuity of treatments
3. Underground power
4. Keep it simple

### Session 2 June 2017:

1. Provide more seating.

### Session 2 OTHER:

1. Traffic islands take up car parking – *Response: The traffic islands are designated non-parking areas to allow appropriate vehicle site distances in accord with traffic engineer's advice*
2. Non-support of shared path
3. Propose another roundabout to facilitate loading vehicles in Charlotte Street – *Response: Current street geometry does not facilitate roundabouts without impacting on heritage gutters*
4. Additional parking to Charlotte Street – *Response: Available areas for parking and associated roadside use are already fully utilised*
5. Parallel parking to intersections to improve visibility and safety – *Response: The road-marked clear zones at intersections are to be kept clear of any parking in accord with traffic engineering practice to provide appropriate vehicle site distances*
6. Incorporate street furniture and trees into new shared path – *Response: Agreed that the shared path should be appropriately landscaped, and that this should be a design consideration when detailed design of these areas is undertaken in the future*
7. Request 24 hour boat parking – *Response: This is more of an operational issue, but with the limited number of boat parking areas and intermittent high demand is likely to adversely impact/restrict other users*
8. Upgrade existing toilet block – *Response: Toilet block upgraded 2017*
9. Concern over mixed road ownership – *Response: Noted, requires definition of issues to Council and probable formation of reserve over existing roadway.*

## CHANGES AND CLARIFICATIONS INCORPORATED INTO FINAL CONCEPT DRAWINGS

1. Roadway –
  - Charlotte Street roadway more formalized (kerbed) with wide sealed streetscape from roundabout to Hogg Street to reflect remainder of Charlotte Street streetscape
  - Where there are steep drop-offs to heritage kerb and gutter between Bank St and boat ramp access road, proposed to add new concrete kerb to opposite side of heritage kerb to provide an open drain and mitigate drop-off. The new concrete kerb may also be used as a wheel-stop for parking against the drain. Proposed areas for the new wheel stop kerb are shown on Sheets 7-8
2. Intersection Treatment –

- Islands line marked only to ensure a low impact treatment to the wide heritage streetscape aesthetic ie no raised concrete islands at intersections
  - Intersection line marking radii to allow for heavy traffic turning
  - Intersection line marking to allow for one lane only cueing/ turning in accord with traffic engineering practice
3. Wharf Area –
- Heavy vehicle turnaround provided similar to current arrangement (refer Sheet 9 of concept drawings)
  - Remove proposed 7 x boat trailer parking proposed Session 2, utilise this area for 3 x boat trailer parking or vehicle parking to allow heavy vehicle turnaround, with added open space to Tree of Knowledge
  - Loading area extended to front of jetties
  - Provide in-out 8 x boat trailer parking to top of street where 10 x boat trailer parking proposed Session 2 concept drawings
  - Angle and not 90 degree parking in this area along lower service road
4. Parking
- Wheel stops as appropriate to Charlotte Street
  - Provide appropriate loading areas, bus stops, disabled parking
  - Designated long vehicle parking
5. Access –
- Crossing points at appropriate locations and create safer pedestrian opportunities
  - Relocate crossing at Post Office (?)
6. Other for reference in next steps/ detailed design of works–
- Review roundabout geometry for larger vehicles
  - Plant roundabout area (?)
  - Incorporate local granite into new concrete works
  - Crossovers and ramps over gutters to be cohesive in appearance and standard design
  - Retain or reinstate existing mosaic art along foreshore footpath
  - Provide more seating
  - Road in front of businesses past the boat ramp is Council land, not road reserve – consider changing roadway areas to road reserve to facilitate funding opportunity.

## SUMMARY

The Charlotte Street revitalisation project provides concept planning for Charlotte Street between the roundabout and the tie in with Webber Esplanade at the wharf. A primary objective of this concept planning was to provide continuity of treatment along the length of the street.

There has been significant feedback from the community to the importance of preserving Charlotte Street's wide open streetscape and street parking capacity. There was also clear direction to relocate the proposed shared path and/or bike lanes to Charlotte Street to an Adelaide Street alignment with linking connections back to Charlotte Street.

The final Charlotte Street concept plans form an appendix to this report as well as the concept plans provided to consultation Sessions 1 and 2. The next step is detailed design of progressive sections of the street in order to review and scope out details of all design aspects. The first stage of Charlotte Street reconstruction is a proposed 250m section of roadway between Banks Street and the Seaview Motel. This stage would see the roadway reconstructed and sealed from heritage kerb to heritage kerb, with a concrete kerb treatment to the opposite side of the heritage kerb to form a kerbed drain/wheel-stop at steep edge drop-offs.

Attachments:

1. Charlotte Street Cooktown Revitalisation Plan – Final June 2018 (9 Sheets)
2. Charlotte Street Cooktown Revitalisation Plan – Session 2 June 2017 (9 Sheets)
3. Charlotte Street Cooktown Revitalisation Plan – Session 1 November 2016 (9 Sheets)

# Attachment 1: Charlotte Street Cooktown Revitalisation Plan— Final June 2018



# BOUNDARY - HOWARD



SHEET 1 OF 9



PROPOSED SHOULDER  
SEALING

PROPOSED STREET TREES IN VERGE

REDESIGNED  
INTERSECTION

ALL ACCESS  
STREET  
CROSSING  
POINT

PROPOSED NEW KERB ALIGNMENT BOTH SIDES

PROPOSED FOOTPATH  
REALIGNMENT

EXISTING FOOTPATH  
CONTINUOUS TO EASTERN SIDE

REVIEW ROUNDABOUT DESIGN  
& INTERSECTION DRAINAGE

0 50

COOK SHIRE  
COUNCIL  
REVITALISATION PLAN  
L1609\_RPG501\_180604  
SCALE APPROX 1:750 @ A3

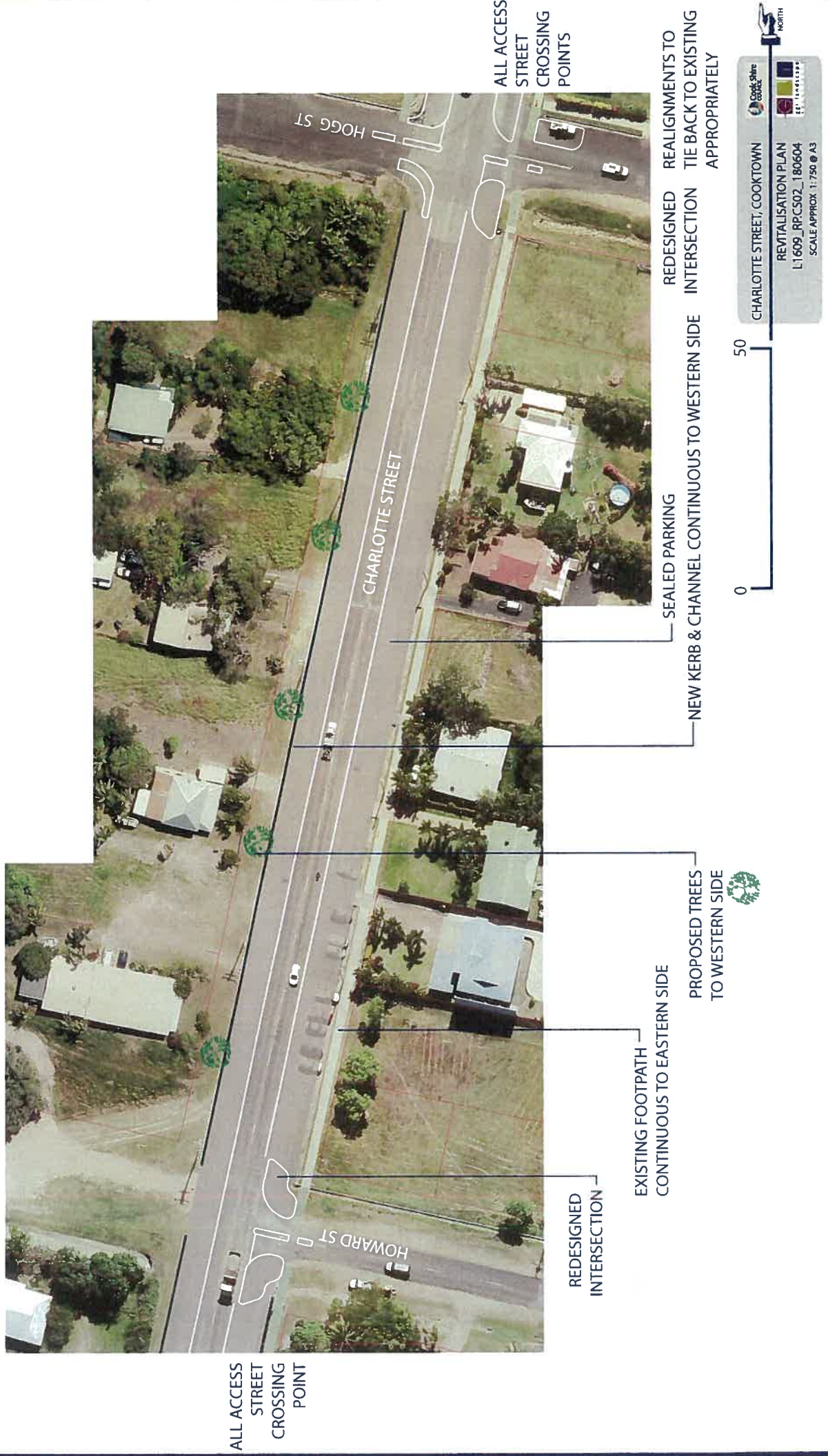




# HOWARD - HOGG



SHEET 2 OF 9

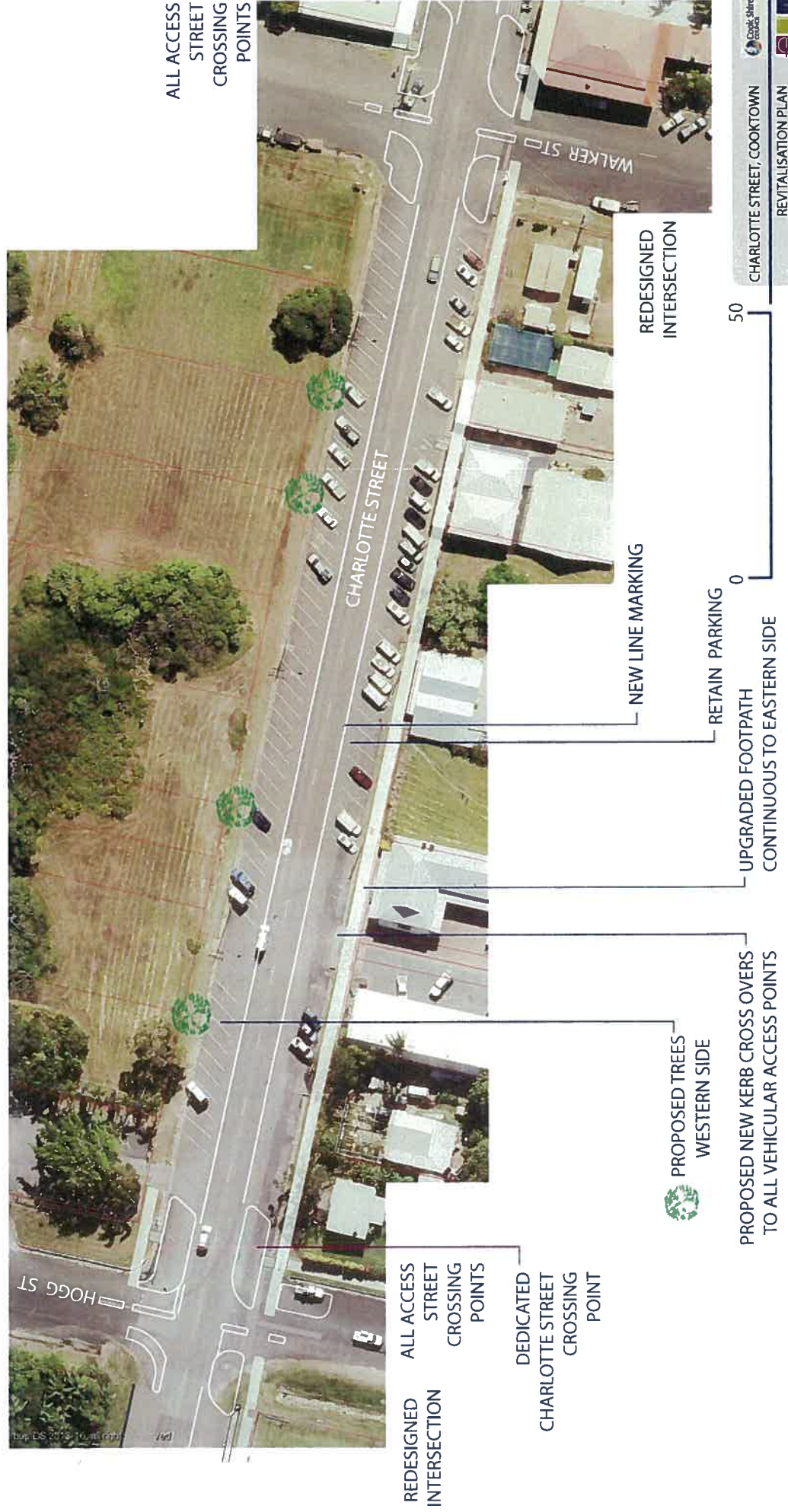




# HOGG - WALKER



SHEET 3 OF 9





# WALKER - FURNEAUX



SHEET 4 OF 9



REDESIGNED  
INTERSECTION

ALL ACCESS  
STREET  
CROSSING  
POINTS

DESIGNATED  
CHARLOTTE STREET  
CROSSING POINT

ALL ACCESS  
STREET  
CROSSING  
POINTS

DESIGNATED  
CHARLOTTE STREET  
CROSSING POINT

UPGRADED FOOTPATH  
CONTINUOUS TO BOTH SIDES

PROPOSED NEW KERB CROSS OVERS  
TO ALL VEHICULAR ACCESS POINTS

RETAIN EXISTING PARKING

REDESIGNED  
INTERSECTION

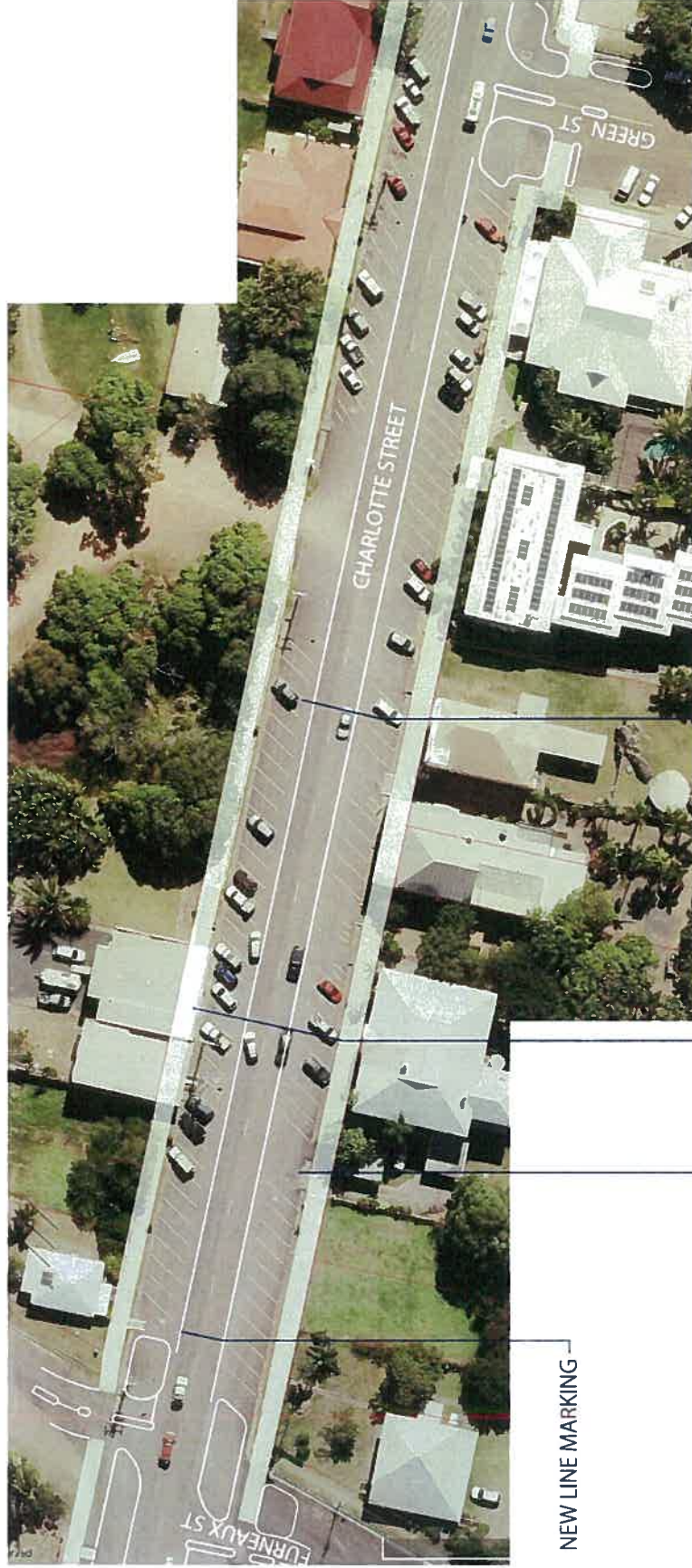
0 50



# FURNEAUX - GREEN



SHEET 5 OF 9



REDESIGNED  
INTERSECTION  
ALL ACCESS  
STREET  
CROSSING  
POINTS

ALL ACCESS  
STREET  
CROSSING  
POINT

REDESIGNED  
INTERSECTION

RETAIN EXISTING PARKING

NEW LINE MARKING

PROPOSED NEW KERB CROSS OVERS  
TO ALL VEHICULAR ACCESS POINTS

UPGRADED FOOTPATH  
CONTINUOUS TO BOTH SIDES

0 50

Charlotte Street, Cooktown

REVITALISATION PLAN  
L1609\_RPCS05\_180604  
SCALE APPROX 1:750 @ A3



# GREEN - BANKS

SHEET 6 OF 9



SHERRIN ESPLANADE



PROPOSED  
SHARED PATH/CYCLE WAY  
ALONG ADELAIDE STREET

SHARED PATH/CYCLEWAY  
CONNECTS TO FOOTPATH & SHARED PATH

REDESIGNED  
INTERSECTION  
ALL ACCESS STREET  
CROSSING POINT

ALL ACCESS STREET  
CROSSING POINTS

REDESIGNED  
INTERSECTION

RETAIN EXISTING PARKING

DESIGNATED  
CHARLOTTE STREET  
CROSSING

POTENTIAL OFF ROAD CAR PARK SITE

UPGRADED FOOTPATH  
CONTINUOUS TO BOTH SIDES

DESIGNATED CHARLOTTE STREET  
CROSSING

0 50

Charlotte Shire Council

CHARLOTTE STREET, COOKTOWN

REVITALISATION PLAN  
L1609\_RPCS06\_180604

SCALE APPROX 1:750 @ A3

NORTH



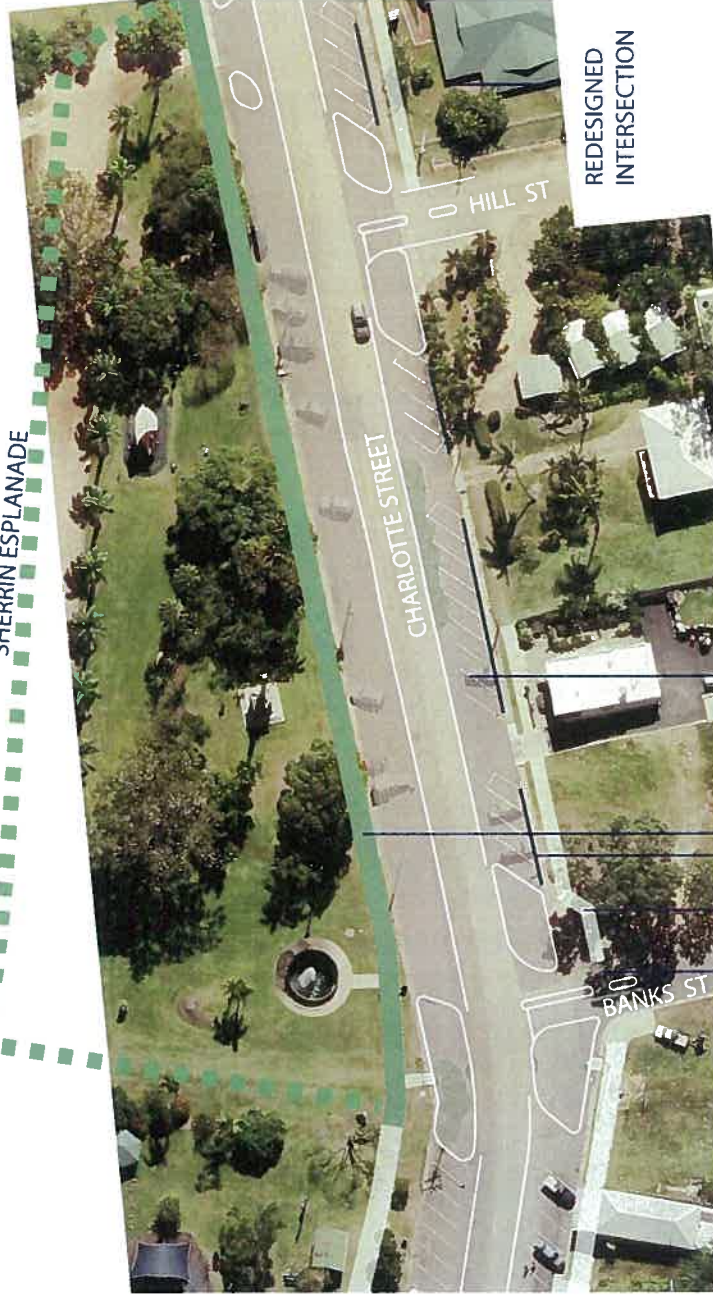
# BANKS - HILL

SHEET 7 OF 9



PROPOSED  
SHARED PATH/CYCLE WAY  
CONNECTING TO  
ADELAIDE STREET

SHERRIN ESPLANADE



NEW FOOTPATH

REDESIGNED  
INTERSECTION

STREET CROSSING

NEW FOOTPATH

SEALED PARKING

NEW SHARED PATH  
PEDESTRIAN & BIKE

PROPOSED WHEELSTOP KERB

REDESIGNED  
INTERSECTION

0 50

# HILL - BOAT RAMP

SHEET 8 OF 9



ONE WAY ONLY VEHICULAR  
NEW FOOTPATH  
OVERSIZED VEHICLE & TRAILER PARKING

ONE WAY ONLY  
VEHICULAR  
NEW RETAINING WALL  
NEW SHARED PATH

EXISTING BOAT RAMP

NEW ROAD ALIGNMENT  
& SEALED ROAD SHOULDER

SHARED PATH ROAD CROSSING  
SLIP LANE FOR CAR & TRAILER TURNING

ONE WAY BOAT RAMP ENTRY LANE

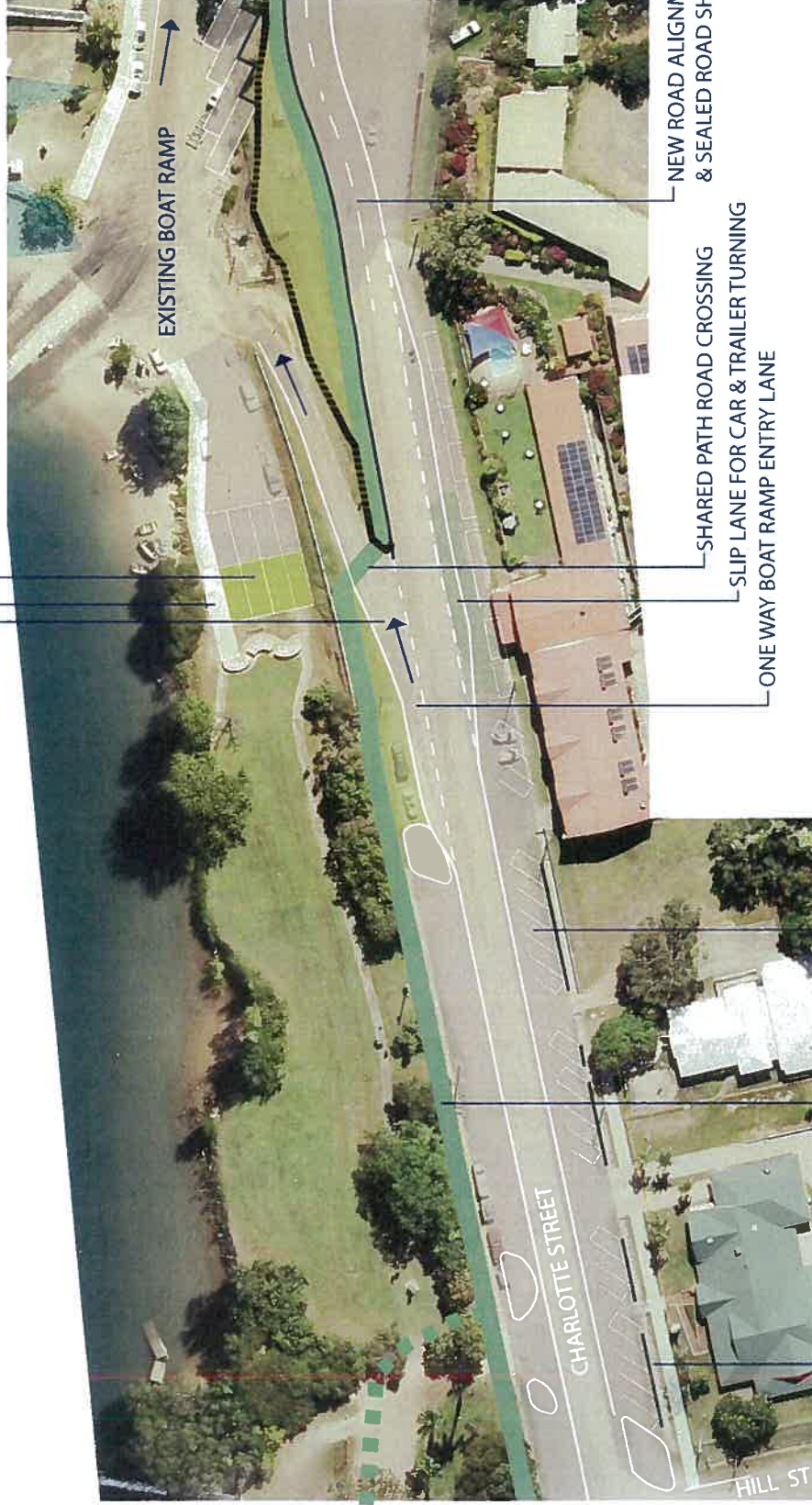
SEALED PARKING

NEW SHARED PATH  
PEDESTRIAN & BIKE

NEW WHEEL STOP KERB

PROPOSED  
SHARED PATH/  
CYCLE WAY  
CONNECTING TO  
ADELAIDE STREET

SHERRIN ESPLANADE



0 50



# WHARF

SHEET 9 OF 9

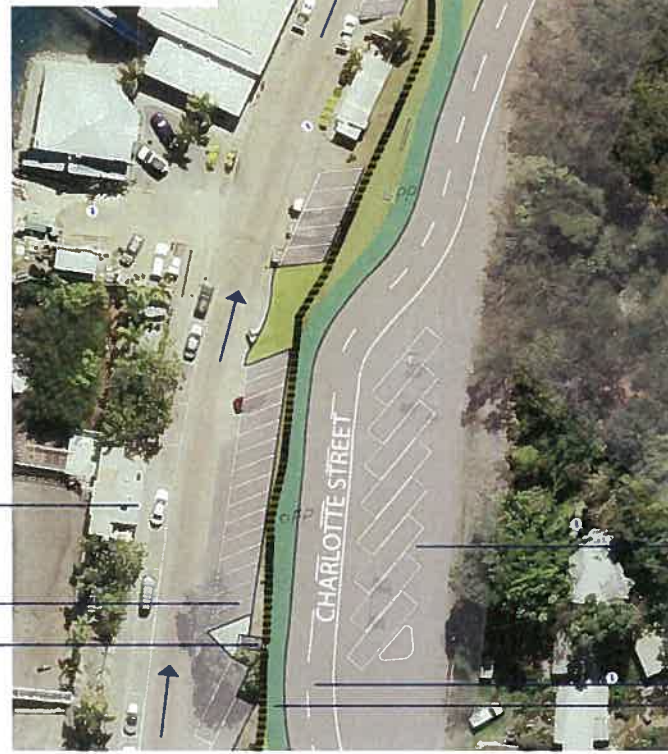


RETAIN EXISTING FOOTPATH & PARALLEL PARKING

ANGLED CARPARKING  
PROPOSED STAIR

ONE WAY ONLY  
VEHICULAR

NEW RETAINING WALL



ONE WAY ENTRY

IN OUT BOAT & TRAILER PARKING

NEW SHARED PATH  
PEDESTRIAN & BIKE  
ALIGNMENT

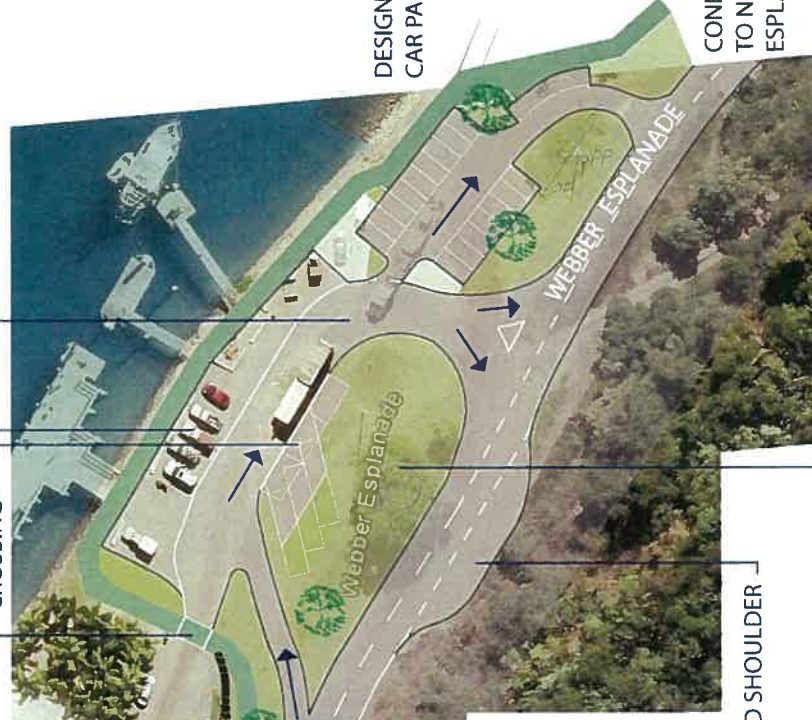
NEW ROAD  
ALIGNMENT

PARKING  
PARALLEL OR  
REVERSE CAR & TRAILER

SHARED PATH  
ROAD  
CROSSING

RETAIN EXISTING LOADING AREA

RETAIN EXISTING  
TURNING CIRCLE



DESIGNATED  
CAR PARKING

WEBBER ESPLANADE

WIDEN ROAD SHOULDER

CONNECTION  
TO NEW  
ESPLANADE

ENHANCE AREA AROUND THE TREE OF KNOWLEDGE

0 50

Charlotte Street, COOKTOWN

REVITALISATION PLAN  
L1609\_RPCS09\_180604  
SCALE APPROX 1:750 @ A3

North

# Attachment 2: Charlotte Street Cooktown Revitalisation Plan— Session 2 Jun 2017



# BOUNDARY - HOWARD



TRAFFIC ISLAND

REDESIGNED  
INTERSECTION

ALL ACCESS  
STREET  
CROSSING  
POINT

EXISTING FOOTPATH  
CONTINUOUS TO EASTERN SIDE

ADDITIONAL FOOTPATH TREE

PROPOSED TREE  
IN FNQROC TREE GUARD

50

0



CHARLOTTE STREET, COOKTOWN  
DRAFT REVITALISATION PLAN  
L1609\_DRPCS01\_170530  
SCALE APPROX 1:750 @ A3



# HOWARD - HOGG



REDESIGNED  
INTERSECTION



ALL ACCESS  
STREET  
CROSSING  
POINT



ALL ACCESS  
STREET  
CROSSING  
POINT



ALL ACCESS  
STREET  
CROSSING  
POINTS

TRAFFIC ISLAND

EXISTING FOOTPATH  
CONTINUOUS TO EASTERN SIDE

PROPOSED NEW KERB CROSS OVERS  
TO ALL VEHICULAR ACCESS POINTS

SEALED PARKING

NEW KERB & CHANNEL CONTINUOUS TO WESTERN SIDE

REDESIGNED  
INTERSECTION  
REALIGNMENTS TO  
TIE BACK TO EXISTING  
APPROPRIATELY

0 50

PROPOSED FNQROC TREE GUARD

PROPOSED TREE







# WALKER - FURNEAUX



REDESIGNED  
INTERSECTION

ALL ACCESS  
STREET  
CROSSING  
POINTS

TRAFFIC ISLAND

UPGRADED FOOTPATH  
CONTINUOUS TO BOTH SIDES

PROPOSED NEW KERB CROSS OVERS  
TO ALL VEHICULAR ACCESS POINTS



ALL ACCESS  
STREET  
CROSSING  
POINTS

REDESIGNED  
INTERSECTION

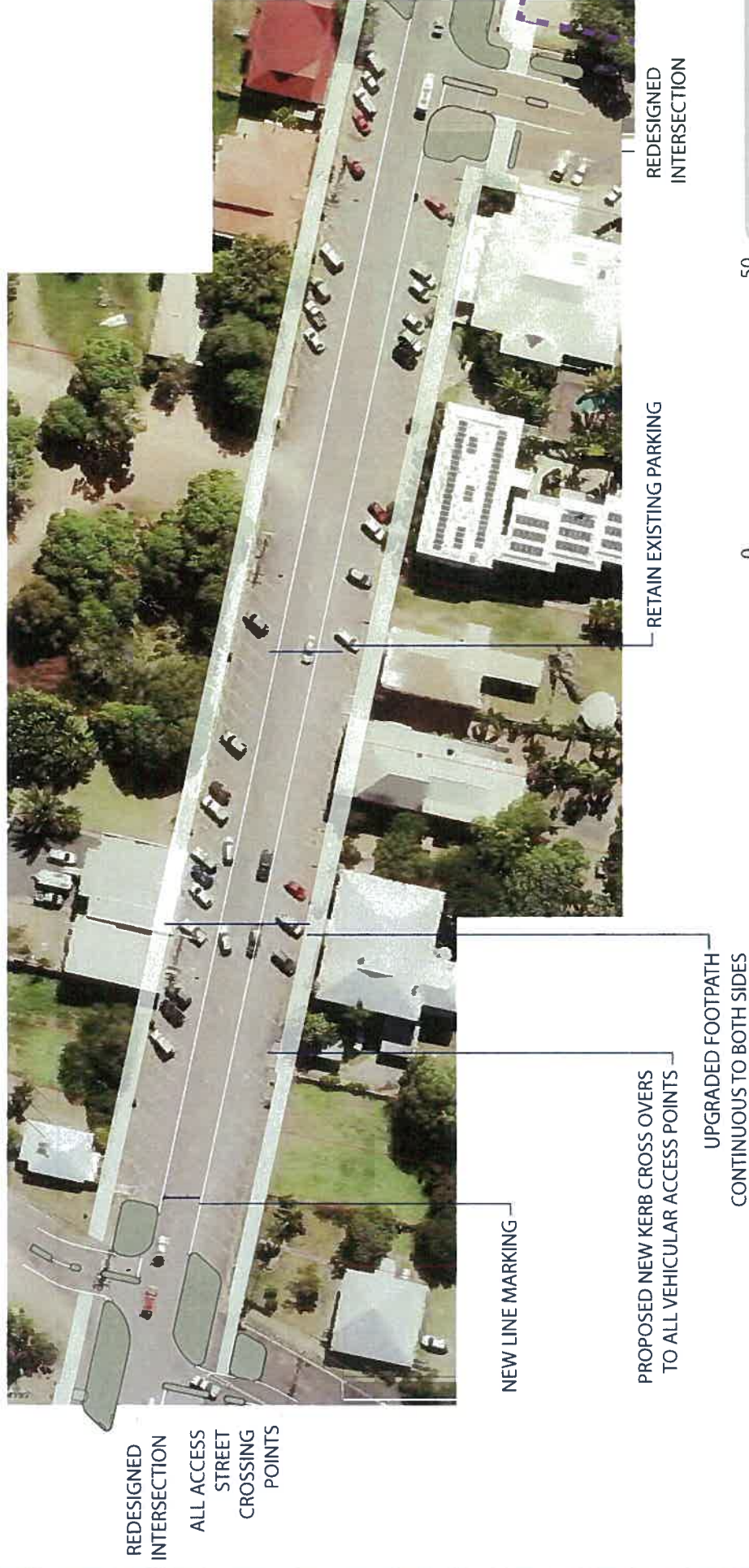
NEW LINE MARKING  
RETAIN EXISTING PARKING

50

0

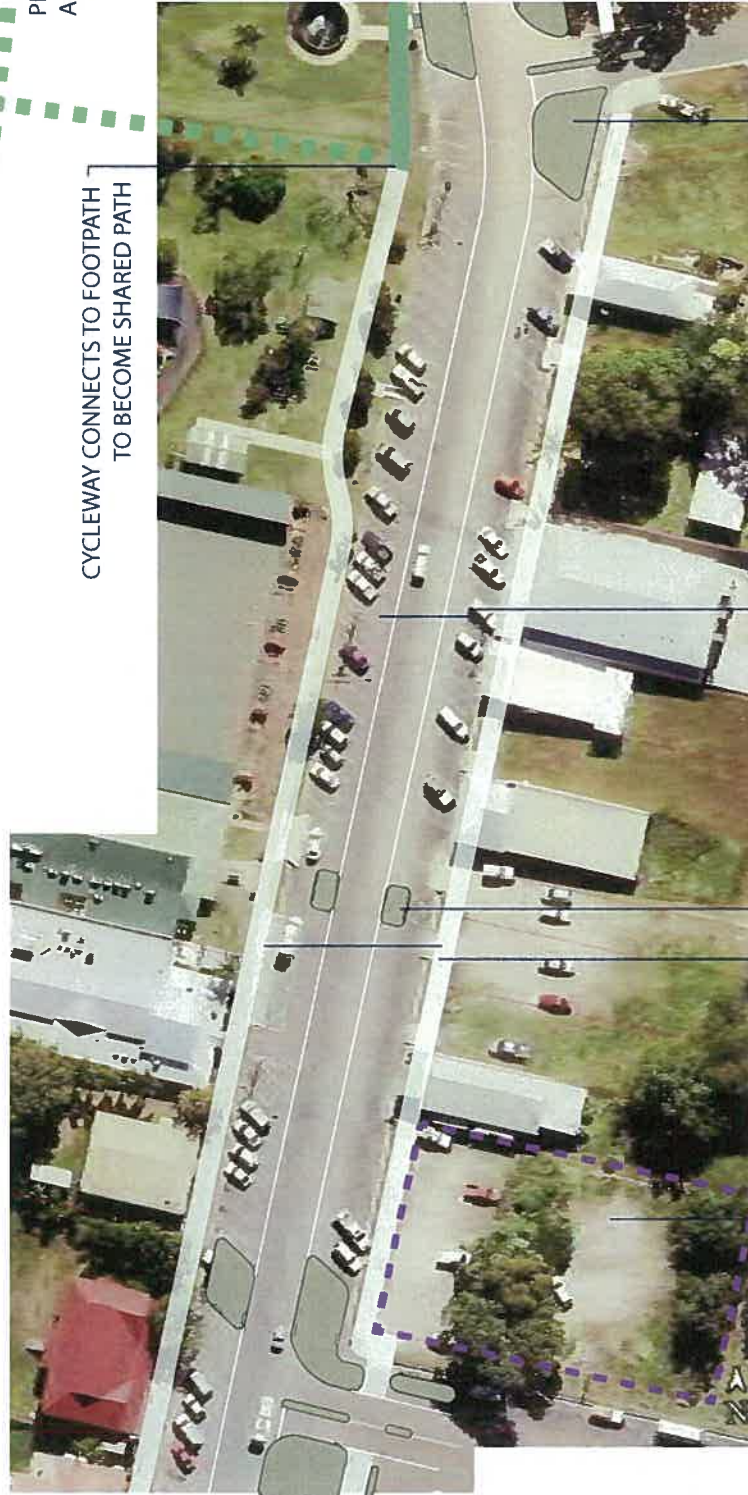


# FURNEAUX - GREEN





# GREEN - BANKS



REDESIGNED  
INTERSECTION  
ALL ACCESS STREET  
CROSSING POINTS

ALL ACCESS STREET  
CROSSING POINTS

REDESIGNED  
INTERSECTION

TRAFFIC ISLAND

RETAIN EXISTING PARKING

ALL ACCESS ROAD  
CROSSING POINT

POTENTIAL OFF ROAD CAR PARK SITE

UPGRADED FOOTPATH  
CONTINUOUS TO BOTH SIDES

CYCLEWAY CONNECTS TO FOOTPATH  
TO BECOME SHARED PATH

PROPOSED CYCLE WAY  
ALONG ADELAIDE STREET

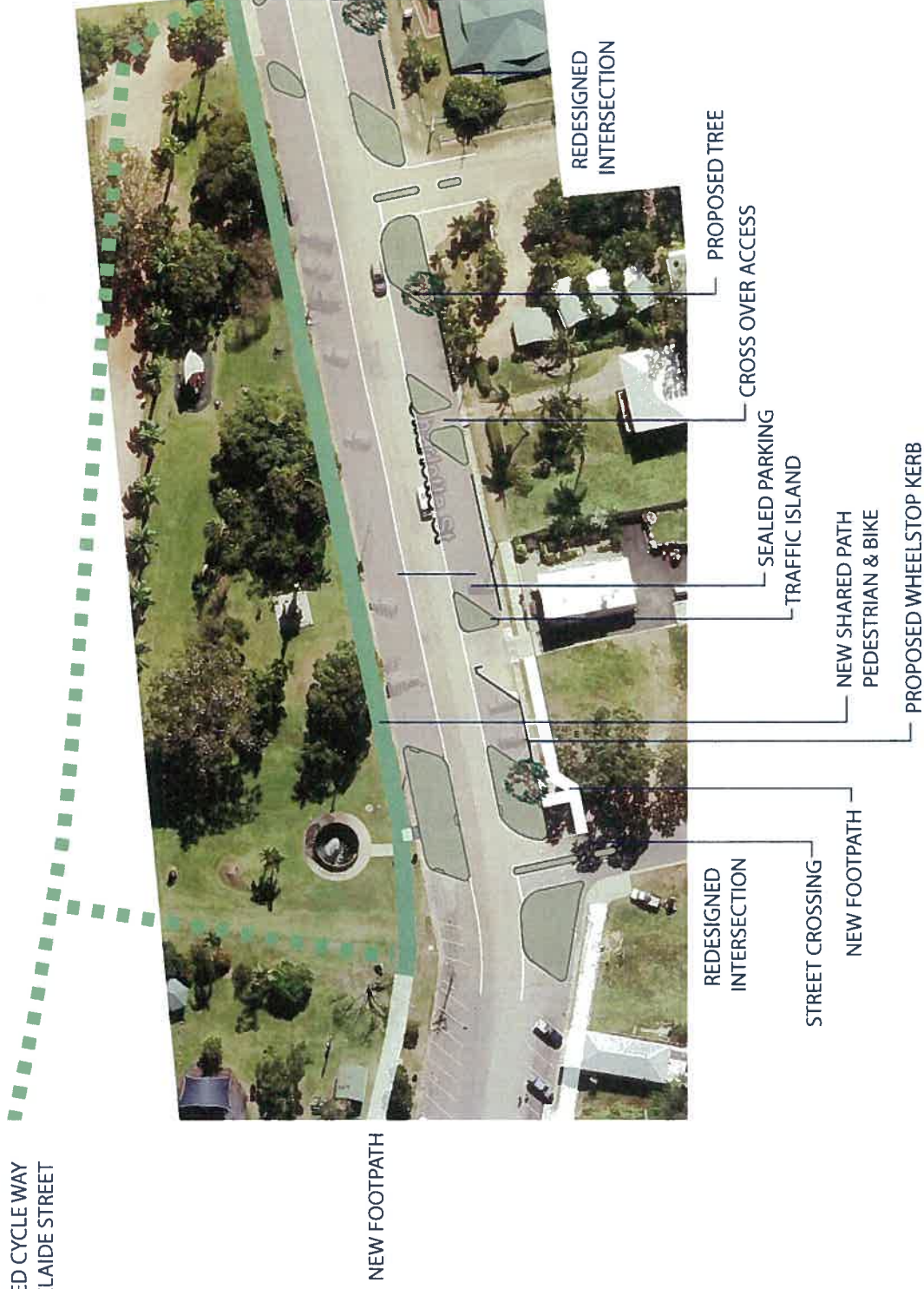
0 50



# BANKS - HILL



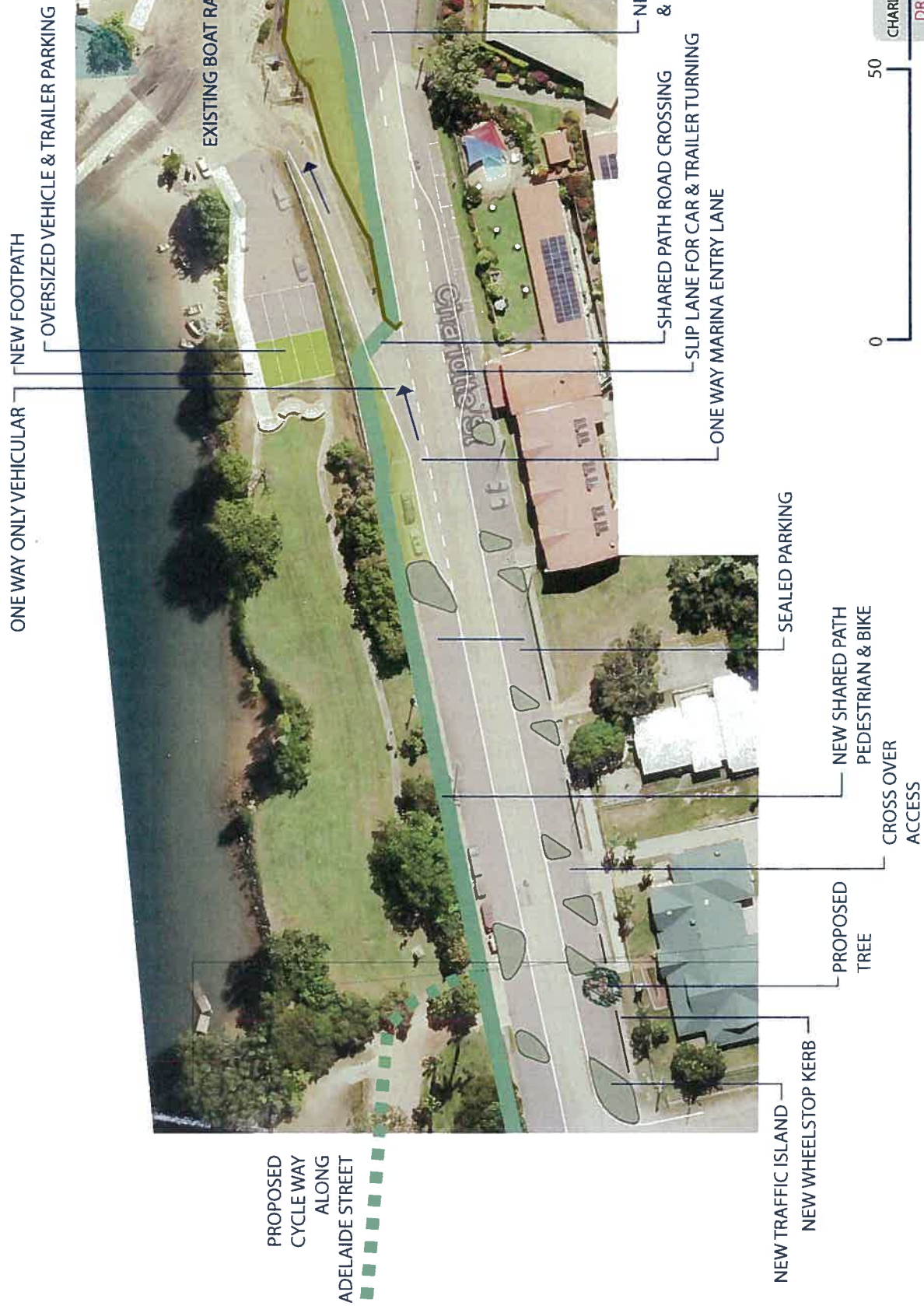
PROPOSED CYCLE WAY  
ALONG ADELAIDE STREET



0 50



# HILL - BOAT RAMP



0 50

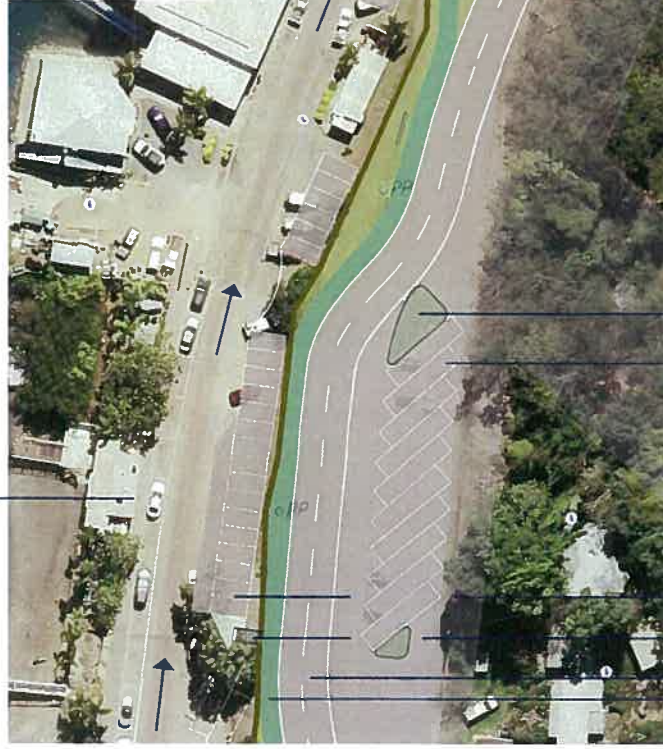




# WHARF



RETAIN EXISTING FOOTPATH & PARALLEL PARKING



ONE WAY ONLY  
VEHICULAR

NEW RETAINING WALL

BOAT & TRAILER PARKING

SHARED PATH  
ROAD  
CROSSING

RETAIN EXISTING  
TURNING CIRCLE

RETAIN EXISTING LOADING AREA

DESIGNATED  
CAR PARKING

Webbe Esplanade

INCREASED CAR  
PARKING

TRAFFIC ISLAND

BOAT & TRAILER PARKING

PROPOSED STAIR

NEW ROAD  
ALIGNMENT

NEW SHARED PATH  
PEDESTRIAN & BIKE

CONNECTION  
TO NEW  
ESPLANADE

ENHANCE AREA  
AROUND THE TREE OF KNOWLEDGE

WIDEN ROAD SHOULDER

0 50



# Attachment 3: Charlotte Street Cooktown Revitalisation Plan— Session 1 Nov 2016



# BOUNDARY - HOWARD



TRAFFIC ISLAND  
STREET CROSSING

REDESIGNED  
INTERSECTION

BIKE LANE 2 WAY  
EXISTING FOOTPATH  
CONTINUOUS TO EASTERN SIDE

PARKING

PROPOSED TREE

0 50



# HOWARD - HOGG



REDESIGNED  
INTERSECTION



STREET CROSSING

TRAFFIC ISLAND

BIKE LANE 2 WAY

EXISTING FOOTPATH  
CONTINUOUS TO EASTERN SIDE

PARKING

PROPOSED TREE

REDESIGNED  
INTERSECTION

0 50

Charlotte Street, Cooktown  
DRAFT REVITALISATION PLAN  
L1609\_DRPC502\_161128  
SCALE APPROX 1:750 @ A3



Charlotte Street, Cooktown

DRAFT REVITALISATION PLAN

L1609\_DRPC502\_161128

SCALE APPROX 1:750 @ A3



NORTH



# HOGG - WALKER



RAMP ACCESS VOID  
CONTINUOUS TO WESTERN SIDE

REDESIGNED  
INTERSECTION

STREET CROSSING

TRAFFIC ISLAND

BIKE LANE 2 WAY

UPGRADED FOOTPATH  
CONTINUOUS TO EASTERN SIDE

PARKING

PROPOSED TREE

REDESIGNED  
INTERSECTION

50

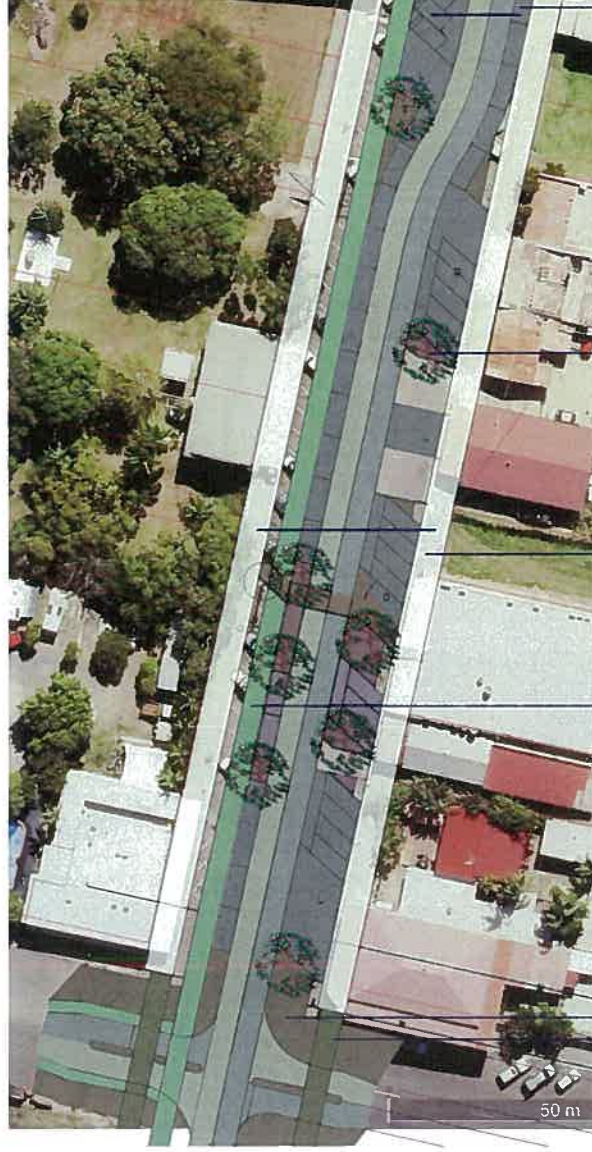
0



# WALKER - FURNEAUX



REDESIGNED  
INTERSECTION



RAMP ACCESS VOID  
CONTINUOUS TO WESTERN SIDE

STREET CROSSING

TRAFFIC ISLAND

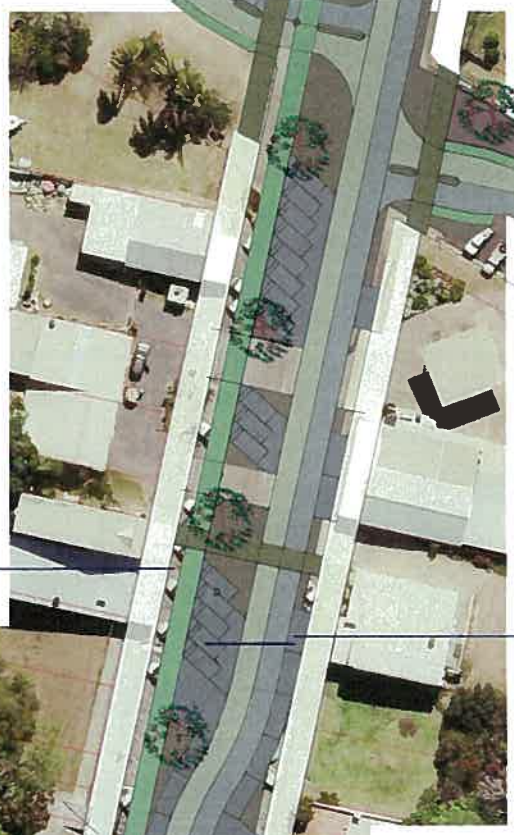
BIKE LANE 2 WAY

UPGRADED FOOTPATH  
CONTINUOUS TO BOTH SIDES

PARKING

PROPOSED TREE

REDESIGNED  
INTERSECTION



0

50



CHARLOTTE STREET, COOKTOWN

DRAFT REVITALISATION PLAN

L1609\_DRPC504\_161128

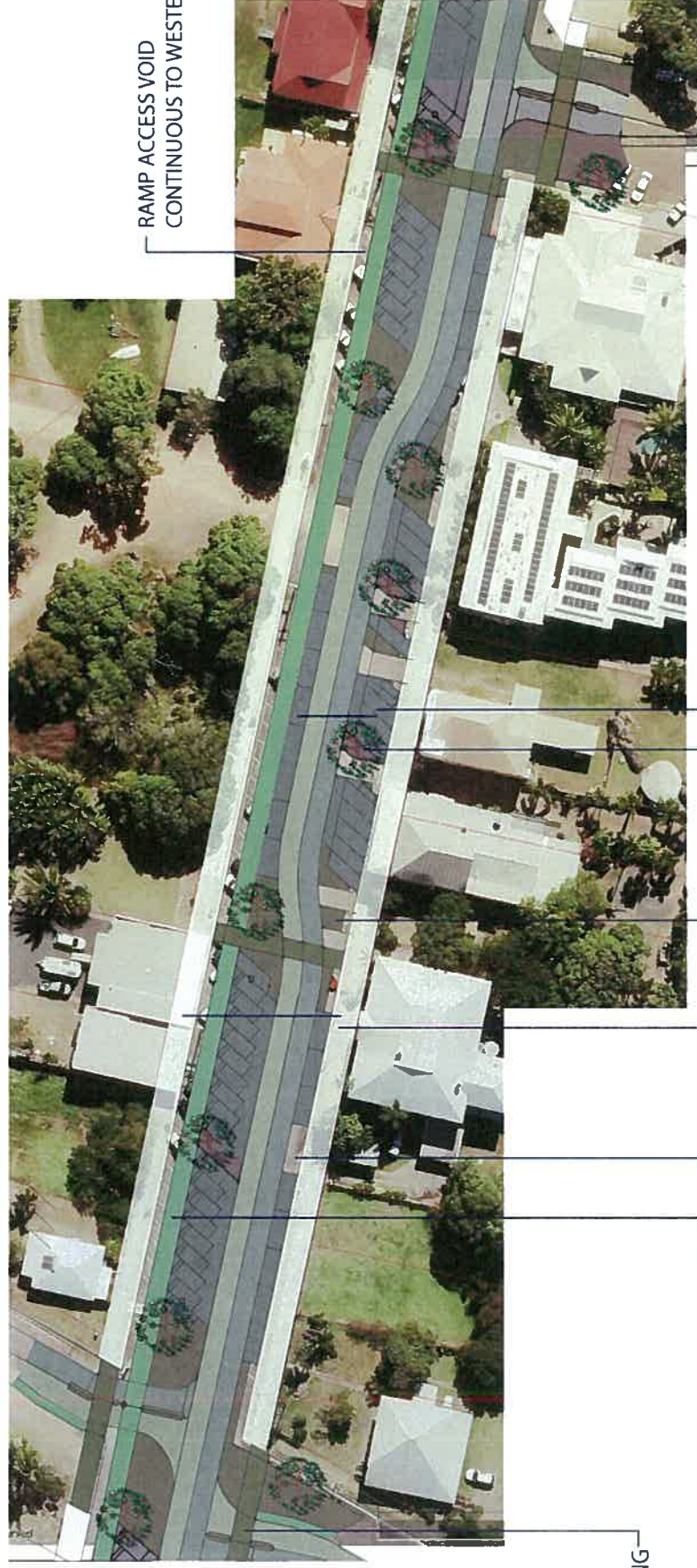
SCALE APPROX 1:750 @ A3



NORTH



# FURNEAUX - GREEN



RAMP ACCESS VOID  
CONTINUOUS TO WESTERN SIDE

REDESIGNED  
INTERSECTION

STREET CROSSING

BIKE LANE 2 WAY  
CROSS OVER ACCESS

UPGRADED FOOTPATH  
CONTINUOUS TO BOTH SIDES  
FULL WIDTH PROPERTY BOUNDARY TO KERB

PARKING

PROPOSED TREE

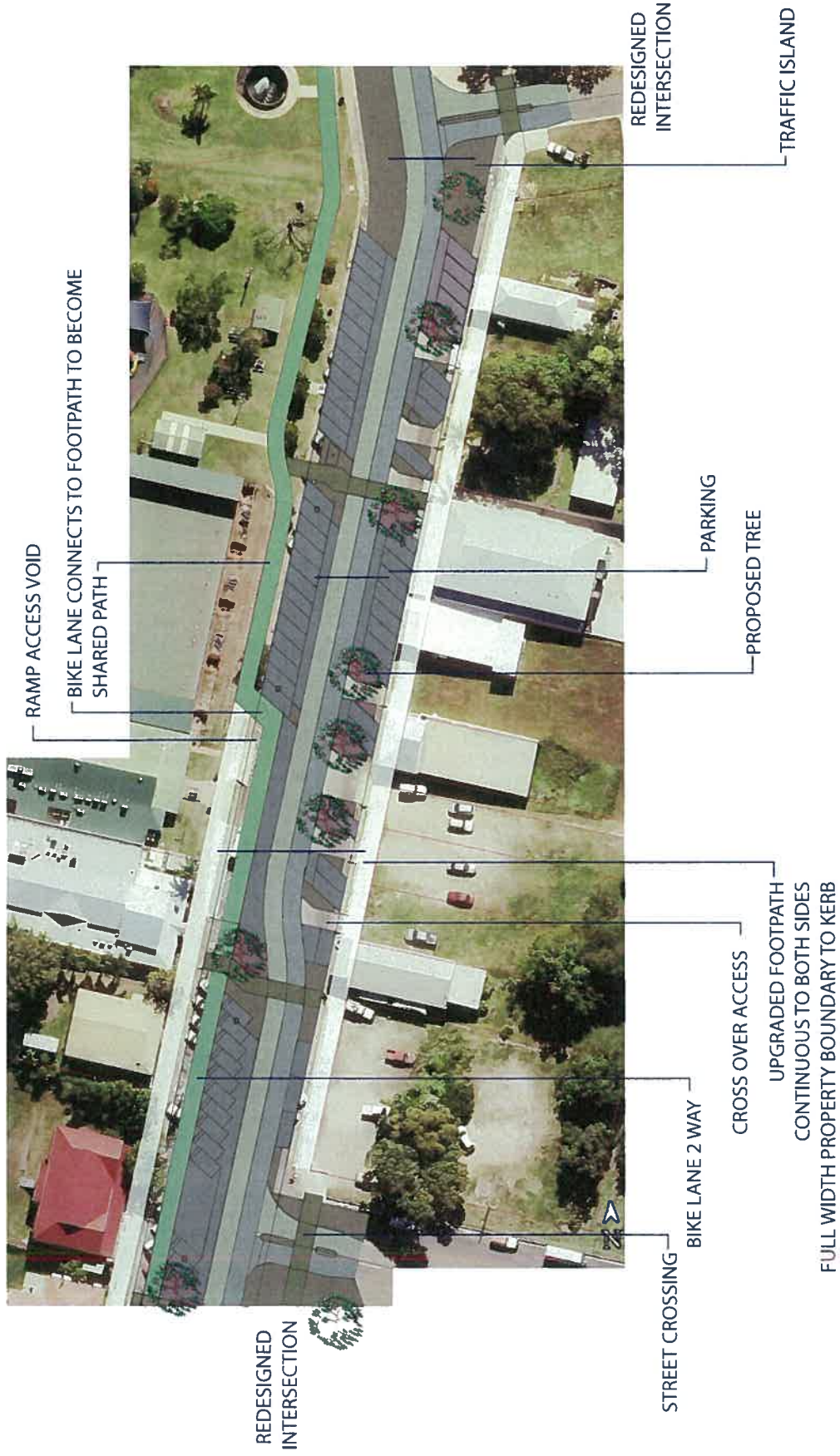
TRAFFIC ISLAND

REDESIGNED  
INTERSECTION

0 50

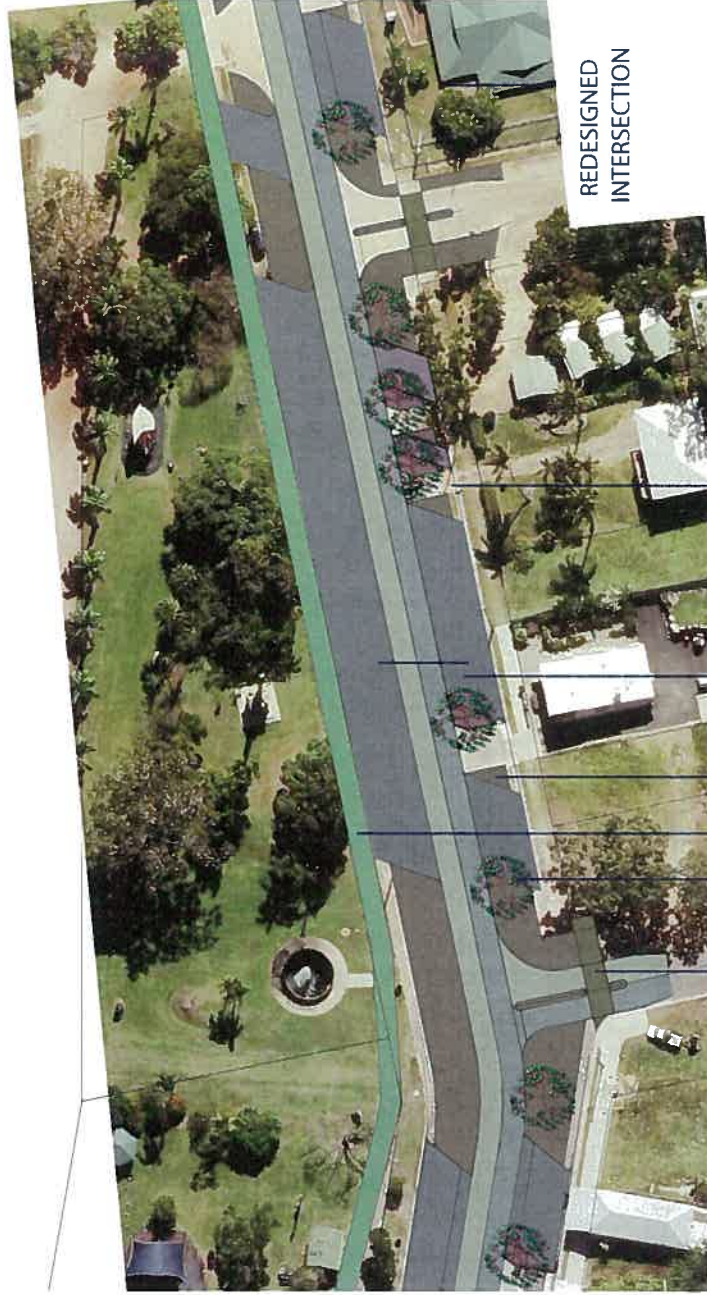


# GREEN - BANKS



0 50

# BANKS - HILL



REDESIGNED  
INTERSECTION

CROSS OVER ACCESS

PARKING

TRAFFIC ISLAND

NEW SHARED PATH  
PEDESTRIAN & BIKE

PROPOSED TREE

REDESIGNED  
INTERSECTION

STREET CROSSING



CHARLOTTE STREET, COOKTOWN

DRAFT REVITALISATION PLAN

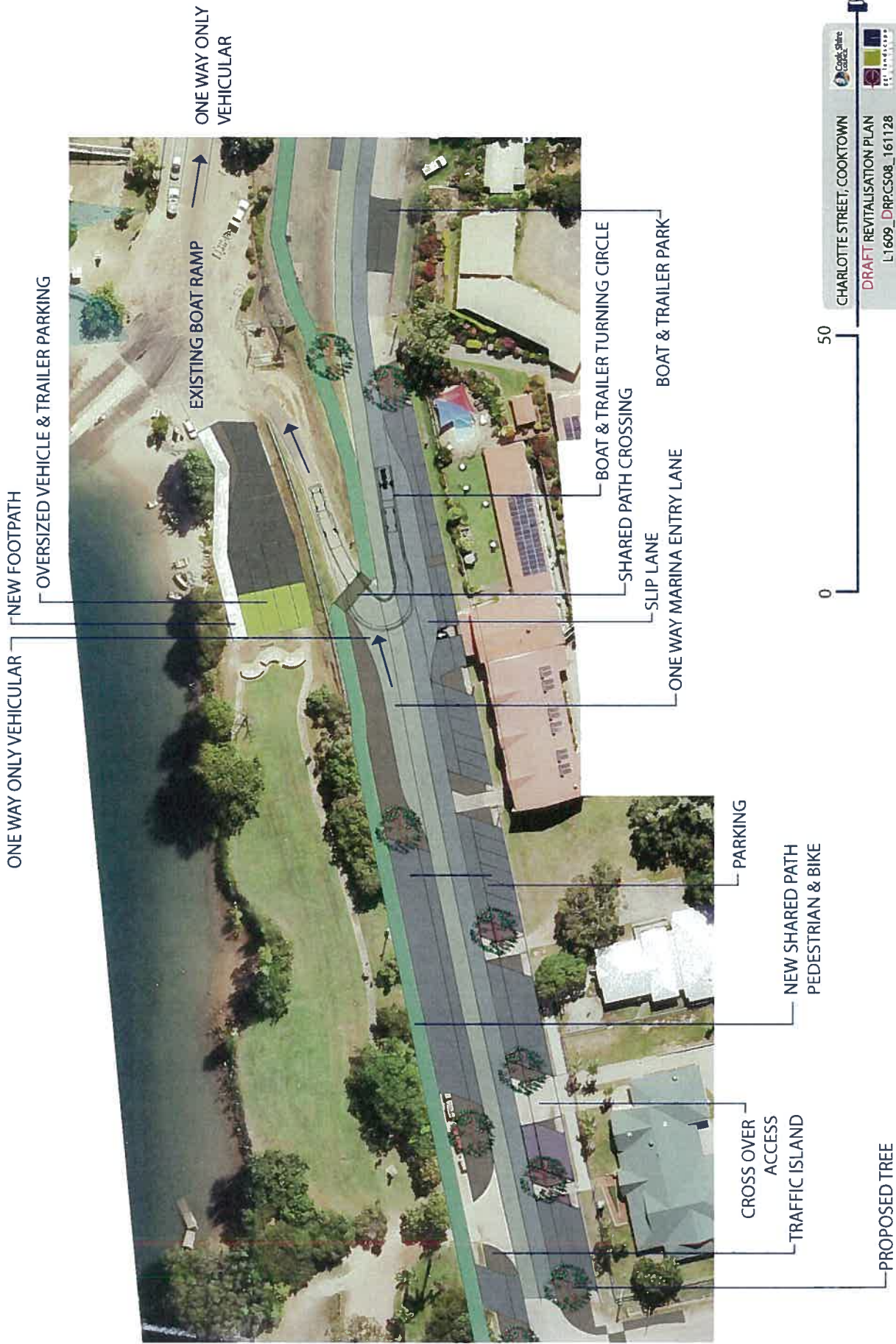
L1609\_DRPCS07\_161128

SCALE APPROX 1:750 @ A3





# HILL - MARINA SOUTH





# MARINA



UPGRADE EXISTING FOOTPATH



EXISTING BOAT RAMP

ONE WAY ONLY

VEHICULAR

ALL EXISTING

CAR PARKING

RETAINED

NEW SHARED PATH  
PEDESTRIAN & BIKE

CROSS OVER  
ACCESS

PROPOSED TREE

TRAFFIC ISLAND

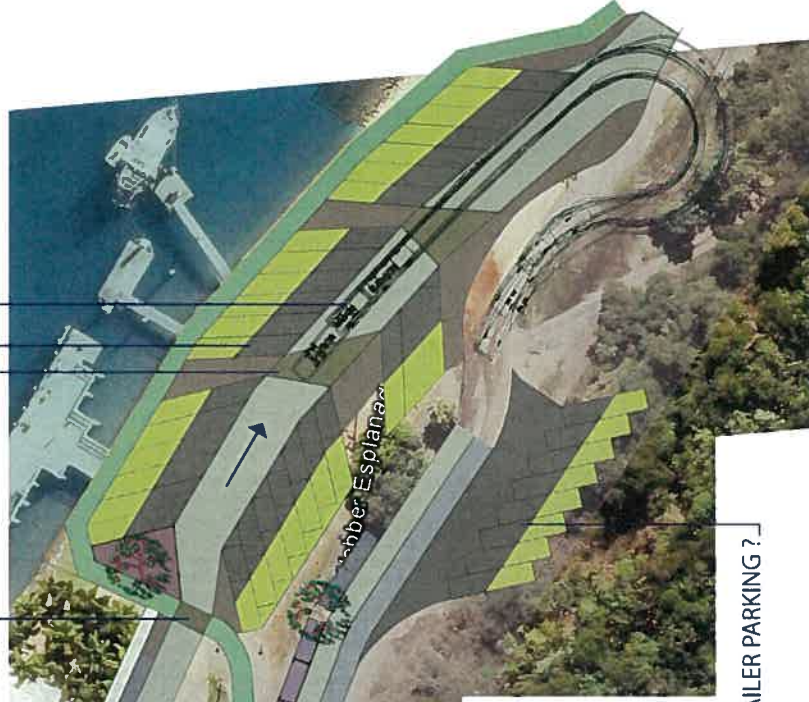
BOAT & TRAILER PARKING

BOAT & TRAILER PARKING ?

BOAT & TRAILER PARKING

TURNING CIRCLES

ROAD CROSSING



0 50

