PROSPEROUS Proserpine PROJECT

Proserpine Area Masterplan

Whitsunday Regional Council

SLR

COMMUNITY CONSULTATION

Revision History

Revision	Revision Date	Details	Prepared by	Authorised by
001	24 August 2018	Draft for Review	Dallas Ellis	Dean Butcher
002	17 September2018	Internal Stakeholders Review	Dallas Ellis	Dean Butcher
003	09 October 2018	Community Consultation	Dallas Ellis	Dean Butcher

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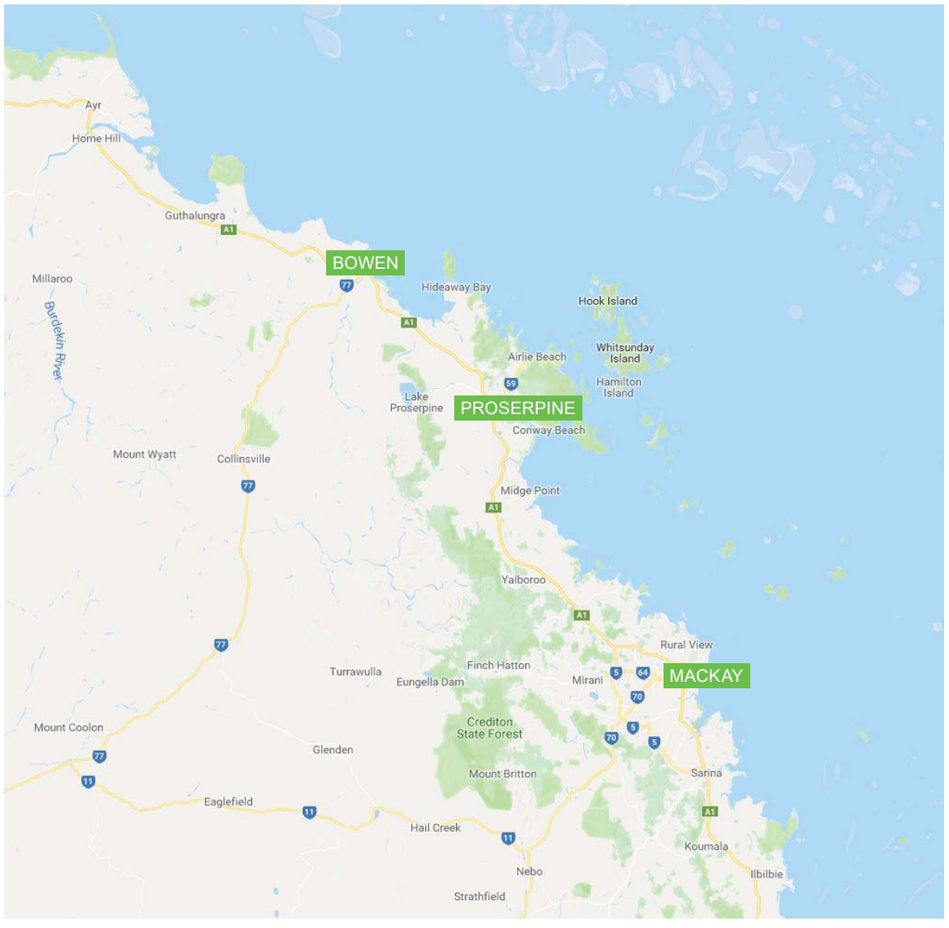
Image courtesy of WRC

Background



SLR Consulting was commissioned in July 2018 to assist Whitsunday Regional Council with the “Prosperous Proserpine Project”.

This project was instigated by Council with a view to improve key and ‘catch’ entry points into Proserpine as well as look at townscape improvements along Main Street, particularly with regards to strengthening character, identity and legibility.

From the initial brief SLR identified several underlying directions that Council wanted to pursue. These were:

- Undertake Townscape Improvements
- Improve the “Visibility” of Proserpine
- Recognise, celebrate and promote the positive elements about Proserpine

These points were to form the basis of the commission in which the end product would be a series of conceptual ideas that addressed relevant requirements and enable future detailed design and construction works to be undertaken in order to deliver them on the ground.

Inception

An internal stakeholder meeting with the Director Customer Experiencer (Adam Hagy) and Council Officers of the Whitsunday Regional Council was held on 31 July 2018 at the Council Offices in Proserpine.

A briefing and scope outline was confirmed by Mr Hagy as per the consultancy tender.
Mr Hagy summarised the following reasons for needing to undertake townscape upgrades based on current Council and community views.

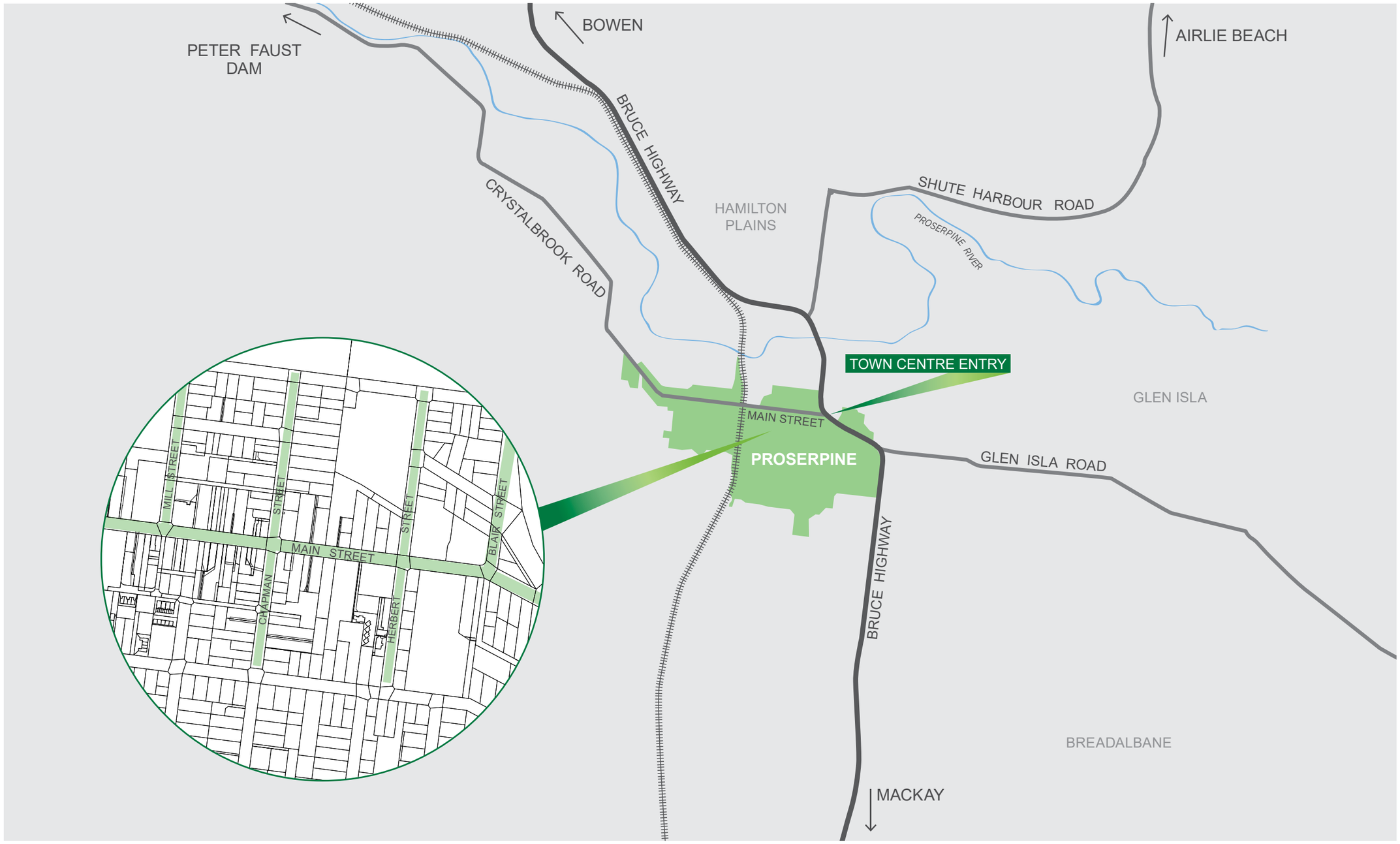
- Attract people to Proserpine by encouraging visitors to journey into, explore, and stay - (not drive past)
- Promote Proserpine's places and uses to outside visitors
- Build community pride
- Create a 'sense of place' and anticipation when entering Proserpine
- Celebrate the positive elements about Proserpine
- Improve safety and amenity along Main Street
- Improve wayfinding and signage
- Activate laneways along Main Street
- Build resident, visitor, and business investment confidence
- Identify locations where signage could help identify the entry into Proserpine

Process

Analysis
Opportunities + Challenges
Elements
Vision
Concepts

Image courtesy of WRC

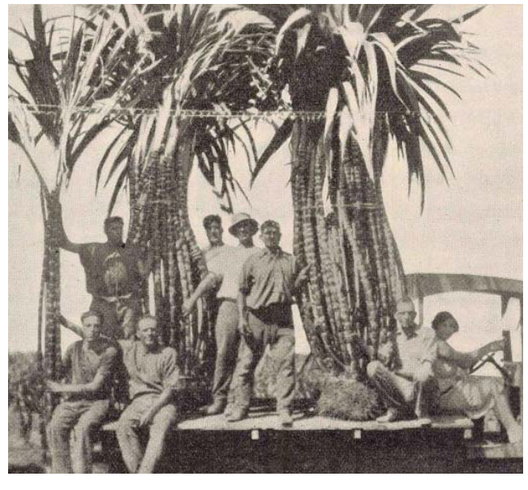
Location & Context

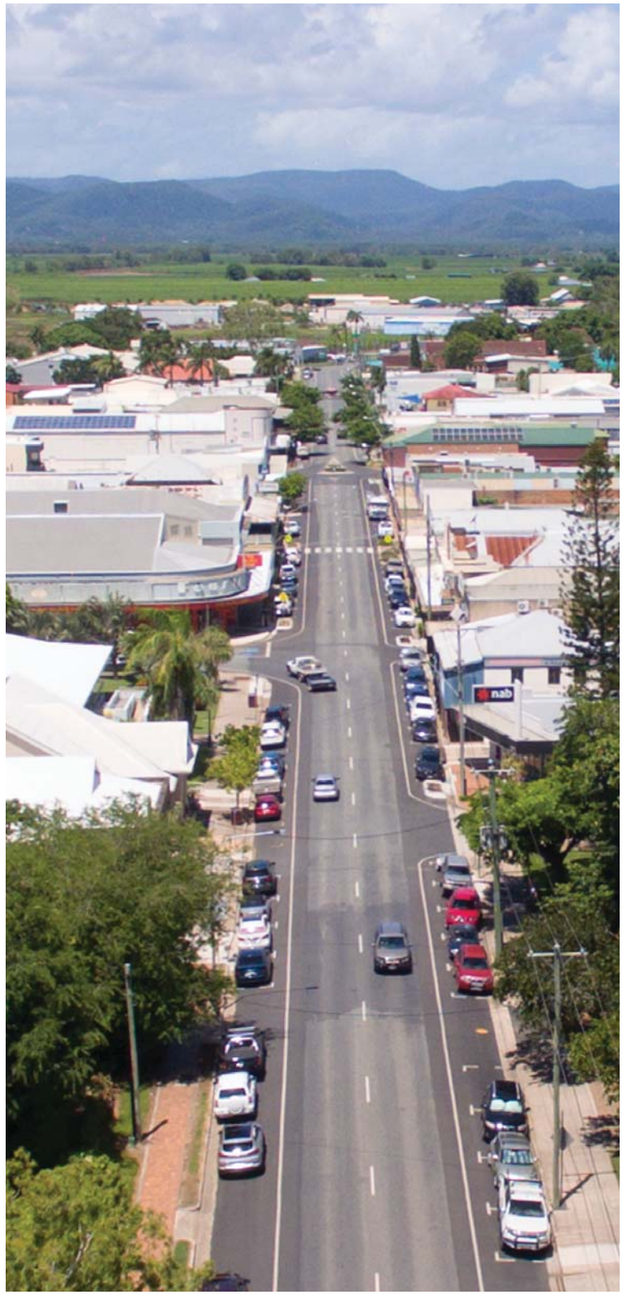


Opportunities and Challenges

Opportunities - The following character elements were identified to positively contribute to the character and identity of Proserpine.

- Building styles / Architectural styles of some existing buildings (Art Deco)
- Historical and heritage references
- Laneways, Arcades and Alleyways
- Landmark structures (Mill and Reservoir)
- Scale of Main Street that caters for vehicles and pedestrians
- Existing feature vegetation outside Main Street
- Strong links to agriculture
- Contextual land form (back drop of the hills)
- Local facilities and attractions





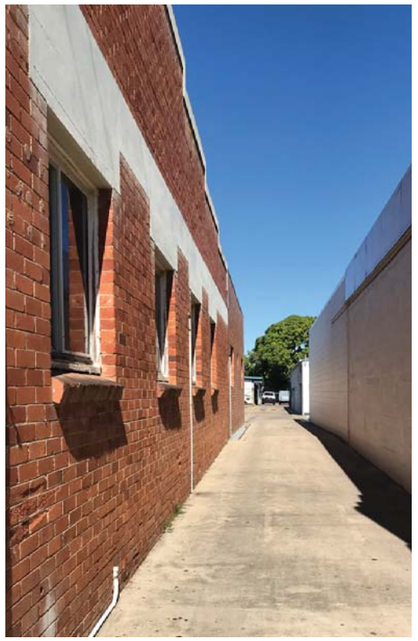


Image courtesy of WRC

Challenges - The following elements did not contribute positively to the character and identity of Proserpine.

- Not visible or easily identifiable from Bruce Highway
- No clear markers, sequence of views or visual cues into Main Street
- Predominance of Vehicles along Main Street
- Planting could be more prominent and defined
- Minimal and irregular street tree planting
- Partial cover to footpaths
- Degraded footpath finishes
- Roundabouts need more definition
- Mix of furniture and streetscape elements
- Visual clutter of above ground power
- Existing stormwater challenges along Main Street

CANE CUTTERS BISTRO

ELDORADO

DORADO

Image courtesy of WRC

Proserpine's Identity

KEY PHYSICAL ELEMENTS THAT CONTRIBUTE TO THE CHARACTER OF PROSERPINE

Cane and Canefields

Railway Lines

Sugar Mill and Smoke Stacks

Art Deco Building Character

Barramundi

Landform and Surrounding Hills

Vision

"Reinvigorate Main Street and identify key Entry Points into Proserpine to enhance community pride, commercial vitality and social interaction in promoting the Town's unique identity."

Image: Courtesy of WRC

PROSPEROUS Proserpine PROJECT

Principles, Objectives and Strategies

OBJECTIVES	**Create opportunities for people to congregate, activate and reinvigorate Main Street**	**Recognise Proserpine's heritage and history to promote a character and identity that is unique.**	**Enhance the connectivity along Main Street in order to strengthen it's 'Town Centre' function through a diversity of uses and connections.**
PRINCIPLES	• Enhance seating and congregation areas at key points • Enhance the public realm so that visitors and residents enjoy a comfortable pedestrian experience • Create opportunities that enhance character and useability of laneways to foster community interaction, interest and pride. • Prioritise pedestrian movement and safety to encourage people to stay and use Main Street • Enhance key entry points into Proserpine to increase legibility and identity.	• Investigate the history and culture of Proserpine through community input as a basis for community interest and interaction • Develop theming that references Proserpine's history as a cane town in the Whitsunday Region to reinvigorate the current identity and sense of place • Encourage an eclectic 'edge' to Proserpine that will provide a point of difference in the area .	• Enhance connectivity and legibility along Main Street to provide direction and understanding of key points of interest in Proserpine • Enhance connections for pedestrians along Main Street to ensure an easy, legible and safe pedestrian network • Reinforce key entry and nodal points into Proserpine and Main Street to reinforce the 'Town Centre' and to attract people to visit and explore.
STRATEGIES	• Enhance Entry points from Bruce Highway at Blair and Main Streets to clearly identify the entry points and character elements • Upgrade key footpath elements such as pedestrian pavement, furniture, art and planting to provide a uniform character and high level of amenity • Upgrade Dobbins Lane (and other private public rights-of-way) to create a finer level of detail, meaning and opportunity for community and pedestrian activities • Upgrade Chapman and Herbert Street Roundabouts to create a slow point along Main Street, help with the integration of pedestrian and vehicular movement and upgrade appearance.	• Seek the input from the community about local stories and events that can be built into the public realm such as laneway art and pictures. This may be around fishing, local cane growers and personalities etc. • Reference specific built and historical elements (Mill and Buildings), that highlight architectural styles and industrial elements that could be used a reference to future public art and community input • Create opportunities in the public realm that encourage a diversity of community and retail activities such as the promotion of public art in key locations and laneways such as Dobbins Lane and Pioneer Park.	• Utilise branding, identity and signage ideas that are placed throughout the community that reinforce its character • Facilitate clear pedestrian linkages and activities to encourage legible neighbourhood principles • Reinforce clear pedestrian crossings and destinations for walking and exploration to activate the community • Introduce 'branded' signage, furniture and wayfinding elements at key decision points that define the edges of Proserpine • Upgrade key intersections and roundabouts along Main Street with focused branding, vegetation, furniture, colour and signage to give enhanced presence and identity

Potential Theming Elements

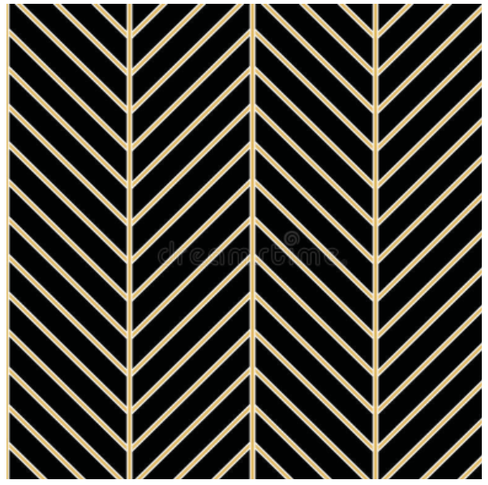
Themes to be reflected in furniture, public art, laneways and pavements.

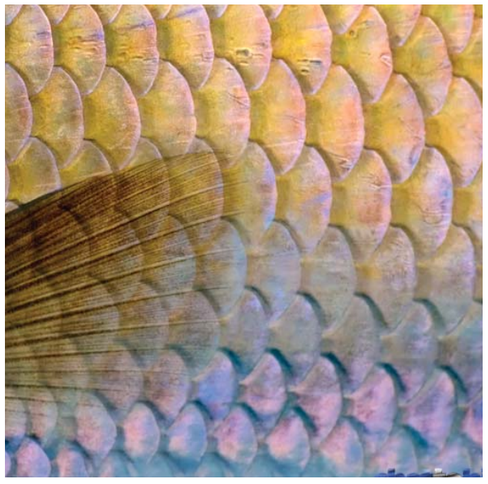
Cane

Form, texture and colours. Layers of different growth stages

Sugar Mill

Form, smoke, prominence, night and day views





Barra

Fishing, active movement, local ‘tall’ stories

Landform

Background hills against cane fields

Art Deco Style

Styles / colours in furniture and pavement

Proserpine - Entry Opportunities

Highest priority
Important signage / wayfinding element

Medium Priority
Complimentary wayfinding element

Existing signage / wayfinding element

1. Existing sign at Proserpine River crossing -feels remote from the town
2. Visible focal and entry point opportunity but still disconnected from Main Street
3. Difficult decision point but important entry into CBD
4. Highly visible point along the Bruce Highway and very important entry point

Arrival and Entry Signage Rationale

The Key Arrival and Entry Signs provide more than an isolated moment - they form part of a distinct sequence / experience that announces the arrival to Proserpine, creates a focus that compliments the existing features and character of the area and provides general direction to destinations such as the Water Park, Golf Club and Caravan Park.

COLOUR

- Prominent colours to reflect the natural/ historic vibrancy of the Whitsundays and the WRC Logo
- Highly visible colours that stand out and can be seen from a distance not muted colours
- Reflect the colour and vitality of existing character elements of Proserpine

SHAPE / FORM

- Modern / contemporary look and feel
- Reflective of the dynamic nature and layering of the cane fields
- Lightweight / evocative of the movement of the cane foliage

SIZE / SCALE

- Appropriate to setting and purpose
- Must be seen against its backdrop and from a distance
- Vertical/ horizontal size exaggeration to provide recognition and direction

CONTEXT

- Set at prominent view points and decision points
- Set against (or with) planting where possible
- Respectful of existing local context and historical elements

Image: Courtesy of WRC

PROSPEROUS Proserpine PROJECT

Proserpine Town Centre - Major Opportunities

Rationale

Focus on upgrading key elements and areas that will be most visible and have the greatest impact for the community.

Upgrades will enhance entry points and the integration of pedestrian and vehicle experience.

1. Mill Street Intersection Upgrade
2. Roundabout and public realm enhancement
3. Park enhancement

- Laneway activation
- Streetscape upgrade
- Crossing upgrade
- Entry upgrade

Main Street Masterplan

11 Proposed new council building

12 Enhance streetscape and tree planting

13 New street tree planting

14 Roundabout upgrade including road surface treatment, planting, furniture and public realm enhancement

15 Upgraded street tree planting

16 Pioneer Park upgrade - trees, planting and pathway

17 Land mark sculpture

18 Enhanced entry planting

19 Blair Street entry feature under existing trees

20 Main Street entry enhancement off Bruce Highway

21 Blair Street Entry enhancement

Main Street Strategies

Main Street Detail Area Strategies

Key Areas

- **ACTIVATION OF LANEWAYS**

  Unique identity of public and private laneways – eg “Barra Lane”, “Mill Lane”, “Sugar Cane Lane”. Encourages alternative activation of spaces that add a finer grained use and a level of detail and interest. Catenary lighting, artwork on walls and ground surface, artwork along lane, activating uses, seating, opportunities/ spaces/ facilities for pop up uses (food vans), lighting.

- **ROUNDABOUT TREATMENT**

  “Softening” of asphalt surface, tree and shrub planting, feature tree/ art in middle, feature bollards at pedestrian entry points. Integrate pedestrian and vehicle use and encourage cars to slow and pedestrians to have comfort in crossing. Create activation points

FEATURE SEATING AREAS

Multiple seats to allow people to engage, feature seating themed around ‘Art Deco’ elements, combined seating and planting elements, feature paving with sand blasting and inlays, lighting in seats. Places for people to stop, congregate and engage in the CBD. Reflect the character elements of Proserpine. Spaces designed around people.

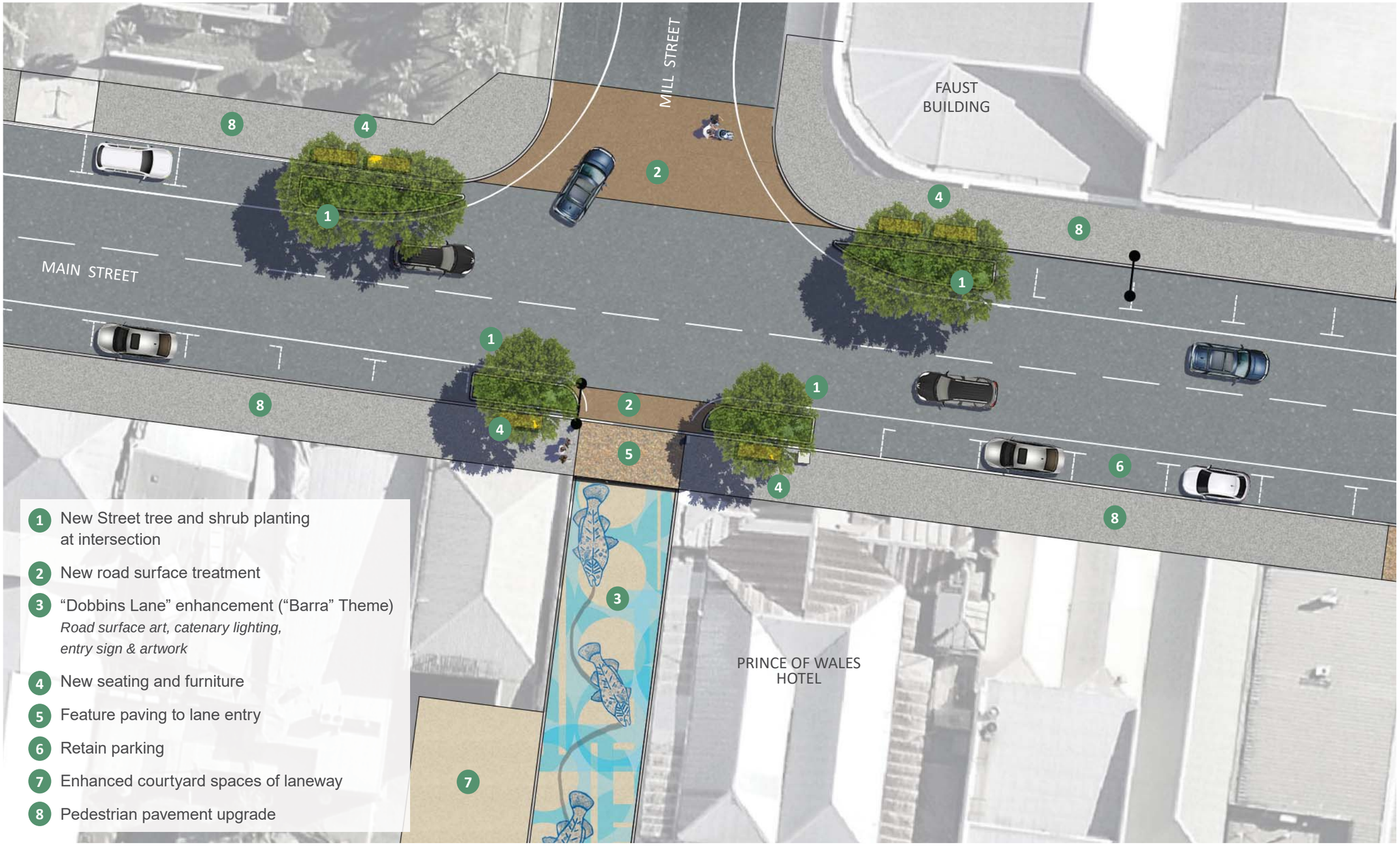
- **ENTRY POINTS**

  Enhance planting, road surface treatments, entry signage, and lighting to feature elements. Key feature elements to herald the arrival into Proserpine. Raise the profile of points and offer guidance and enhancement of character and identity.

- **CROSSING POINTS**

  Enhanced road surface pavement, shrub planting and tree planting, feature seating elements, feature lighting, pedestrian pavement treatments.

Mill Street and Dobbins Lane Concept



Dobbins Lane - View from Main Street

Laneway Ideas

Pedestrian Crossing Concept

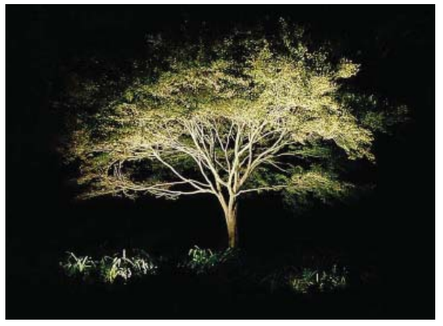
1. Pedestrian footpath treatment enhanced outside laneway and arcades
2. Feature seating and furniture adjoining crossing point
3. Feature pavement at crossing point
4. Road surface enhanced and raised to promote safe pedestrian crossing point and streetscape feature
5. Retain existing carparking
6. Feature tree and shrub planting at crossing point
7. Pedestrian pavement upgrade

Pedestrian Crossing Imagery

Chapman Street Roundabout Concept

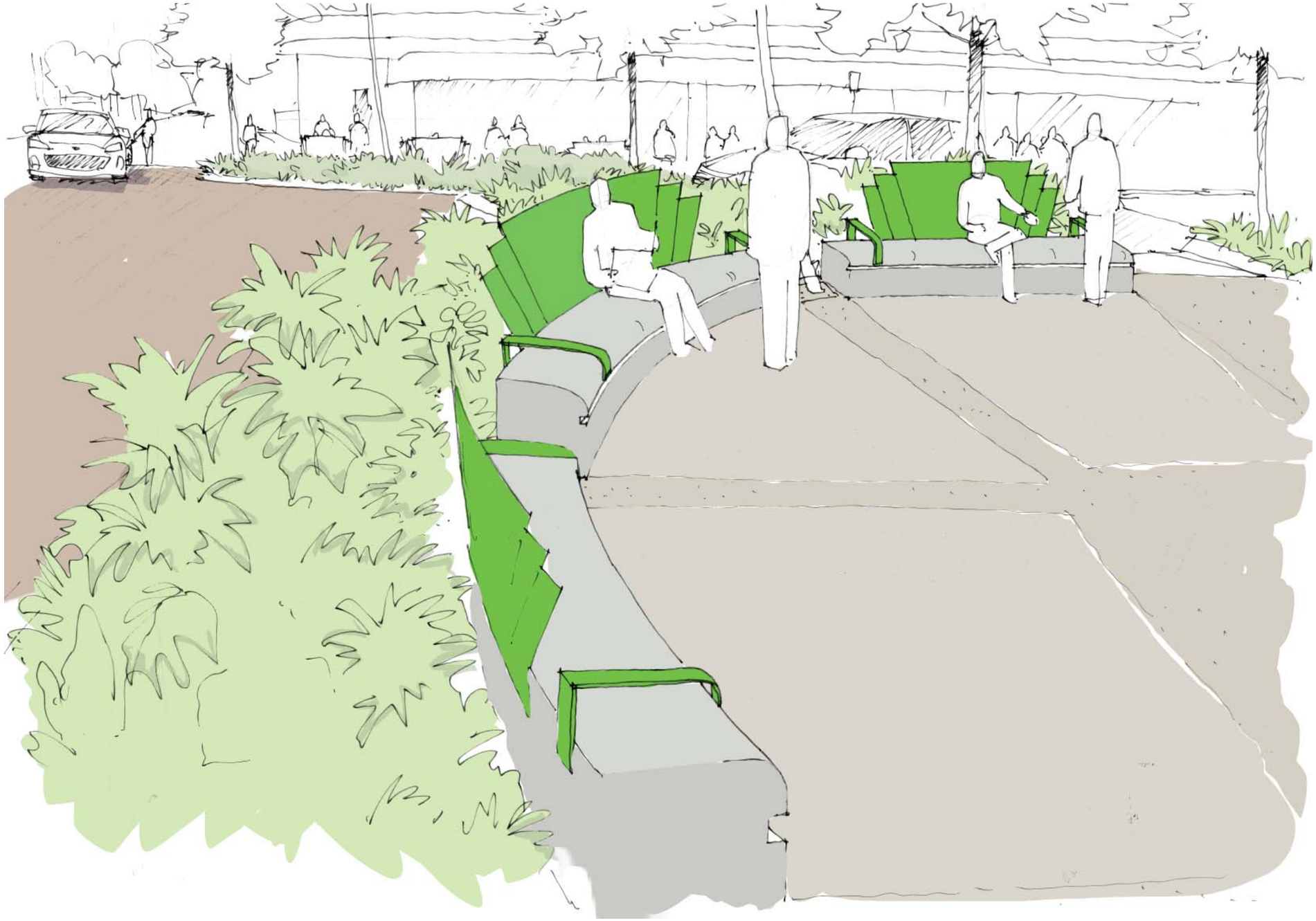
1. New feature tree in centre of the roundabout
2. Road surface finish enhanced to assist in encouraging a slow speed environment and to improve appearance
3. Enhanced tree and shrub planting to promote ‘gateway’ feel along main street
4. Enhanced public realm opportunities including feature seating, planting and pavement finishes to encourage public congregation
5. Existing parking
6. Pedestrian pavement upgrade

Chapman Street Roundabout Imagery



Chapman Street Roundabout Seating and Feature Pavement

Chapman Street Roundabout Imagery

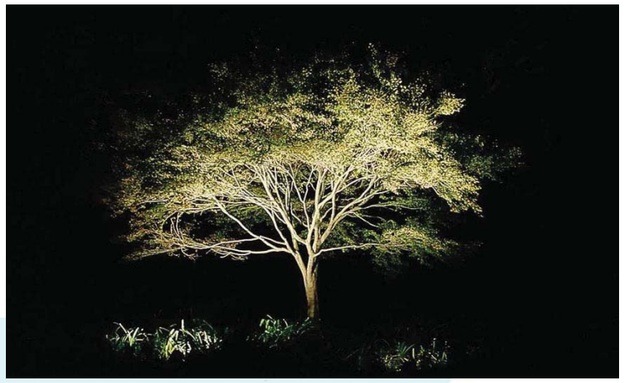


Pioneer Park Concept

Pioneer Park Imagery

Blair Street Concept

Blair Street Imagery



Proserpine Entry Concept

1. Proposed entry road - narrowed width with surface treatment
2. Wider island - feature planting and signage
3. New entry feature / art element to herald the entrance into Main street
4. New Hoop Pines as landmark trees into CBD
5. Footpath widened to allow tree planting
6. Existing path

Proserpine Entry Imagery

Proserpine Entry Imagery

Detail Strategies

Strategies - Planting

PRINCIPLES

- Add colour, texture
- Soften hard townscape and road elements
- Enhance tropical character and local identity
- Framing or complimenting key views and vistas
- Wayfinding and legibility
- General resilience during and resistance to cyclone conditions

ENTRY PLANTING

Lomandra sp.

Hymenocallus sp.

Syzigium sp.

Cordyline sp.

Zamia furfuracae

Philodendron ‘Xanadu’

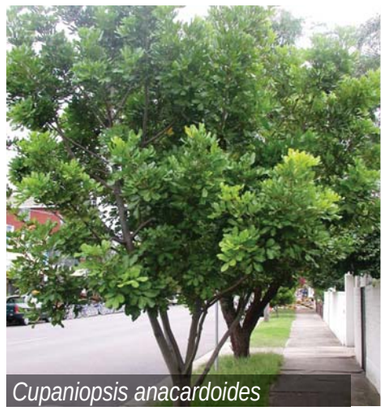
FOCAL PLANTING

Araucaria cunninghamii

Xanthostemon chrysanthus

Ficus hillii

MAIN STREET PLANTING


Cupaniopsis anacardoides

Wodyetia bifurcata

Cordyline sp.

Liriope muscari

Trachelospermum jasminoides

Ixora sp.

Myopurum sp.

Strelizea reginae

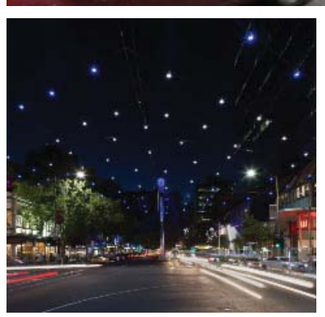
Waterhousea floribunda

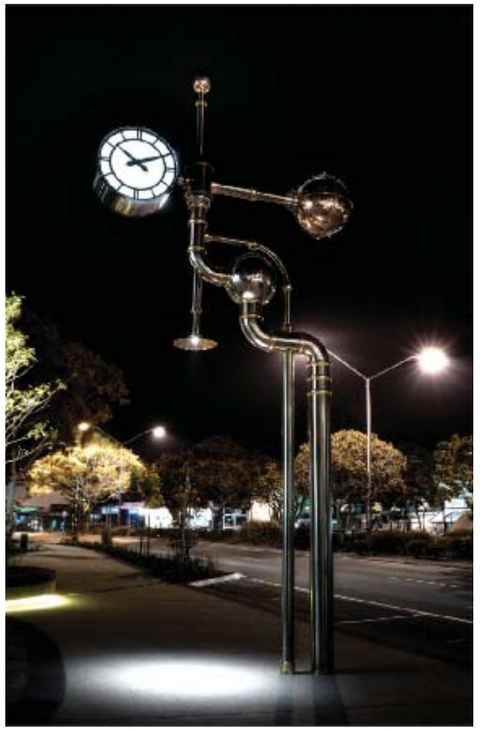
Gazania ringens

Strategies - Lighting

PRINCIPLES

- Upgrade street lighting
- Entertainment precinct lighting
- Illuminate proposed artwork at Pioneer Park
- Uplighting of trees
- Illuminate feature trees at roundabouts
- LED illumination and projection of patterns and images on to the Water Tank

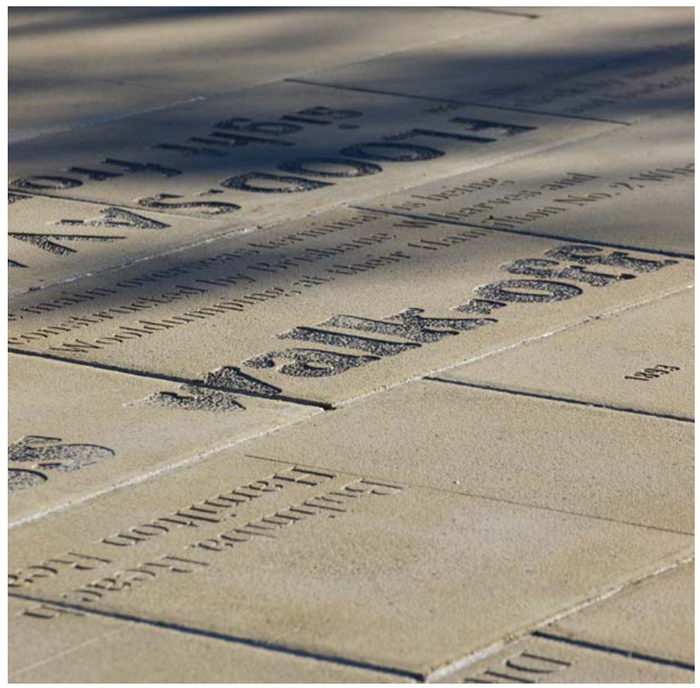




Strategies - Pedestrian Pavement

PRINCIPLES

- Coordinated palette of finishes to enhance town centre identity and character
- Robust, finishes that are easily maintained and replaced
- Promote pedestrian movement and comfort especially through key town centre streets
- Compliment built form elements and finishes
- Compliment soft landscaping and signage elements
- Reduce visual impact of traditional road materials
- Define spaces along streets for multiple uses

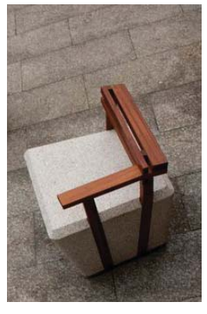


Strategies - Furniture

PRINCIPLES

- Enhance amenity and comfort for pedestrians
- Robust furniture that is easily maintained and replaced
- Coordinated furniture palette to enhance town centre identity and character
- Promote pedestrian activation in coordination with retail and commercial uses
- Compliment built form elements and finishes
- Compliment soft landscaping and signage elements
- Reduce visual impact of traditional road materials
- Proprietary items complimented by select bespoke elements
- Create interest and encourage visitors to stop and stay

Standard furniture items, based on the Street and Garden Furniture Airlie Beach Furniture Suite.
A unique Proserpine pattern to be developed (possibly inspired by the sugar cane plants) and incorporated into the furniture and bins where applicable.



Strategies - 5 Year Public Art Plan

Proserpine (“to emerge”) (Proserpina) is a Goddess of the Underworld, her story is the basis of a myth of spring time. She is recognized as the goddess of Agriculture.

Vision

This five-year Public Art Plan draws on the existing Whitsundays Regional Council policies and initiatives with outcomes of promoting and preserving the regions culture and history.

This plan will demonstrate a region that is proud of its identity and its people; and is accessible and inclusive. It uses these platforms to extend and enunciate a vision for public art that interacts with the new economies of the Whitsundays, develops tourism initiatives, and connects to an aspiration for a public art collection that is significant to the region.

The public art collection will help define Proserpine’s identity and its unique selling proposition. It will utilise new media platforms to share information and to extend the art experience in particular areas. The public art collection to be developed over the five-year period (and beyond) will attract audiences, engage and narrate significant histories for residents, and help define Proserpine as a cultural destination.

Artwork Types

Public art provides a focal point in a particular place or urban realm, but it may also may reflect cultural and/or community values, and a city’s aspirations and achievements.
It adds a focus and value to an urban place that assists in the determination of the meaning of such a place. Artwork opportunities may be articulated according to the response that is most appropriate and rewarding for particular locations and may be expressed through the following categories:

- Gateway/Iconic
- Landmark/Wayfinding
- Interpretive
- Integrated
- Interactive
- Temporary
- Commemorative

Artwork Opportunities

Explore the myth of Proserpine as an iconic entry statement.

Artwork Type: Gateway Iconic

The Plan defines a strong cultural identity for Proserpine that employs art as a vehicle for its many significant stories – that draws on its history and heritage (Indigenous and non-Indigenous), its extraordinary natural assets, and utilises art to narrate these important stories – to residents, visitors and tourists (national and international).

Projects planned will be mindful to preserve the heritage and cultural characteristics that make Proserpine unique, but will work to lift the physical, visual, and social amenity of the street.

Projects will focus on engagement with youth as well as local artists. This process will encourage the conceptual development of a suite of Artworks in partnership with professional artists and local industry.

Arterial Corridor:
A creative approach to signage

Artwork Type: Landmark / Wayfinding

Mission

The Whitsundays Council 5-Year Public Art Plan will grow the city's public art collection with high-quality public artworks developed through national best practice. The collection aspires to national quality and standards as detailed in the National Association for the Visual Arts' Code of Practice for Commissioning Art in the Public Space, and of attracting cultural visitation by tourists from around Australia and Overseas. Whitsundays Regional Council will commission significant public artworks that celebrate the area's distinctive local identity and character, its rich environmental attributes and it will recognize and celebrate Indigenous culture.

The Public Art Plan will enhance Proserpine's urban development and open spaces through the commissioning of public art that reflects the distinctive character of Proserpine, acknowledges the custodianship and ownership of the Ngaro and people, and creates a strong cultural identity.

This plan will provide opportunities for professional development for local artists and young people. It will build on Councils existing community plan and cultural policy and provide opportunity for establishment of collaborative cultural development partnerships with government, community and business across the region.

The plan will outline a way forward for the commission, acquisition, and care for a collection of quality, site-specific, and at times temporary public artworks that narrate stories unique to Proserpine. These include Indigenous, non-Indigenous, historical and contemporary, social and environmental stories that will extend the knowledge of visitors, residents and tourists, and enhance local identity.

The public art will develop a strong sense of place and create the region as a cultural destination.

Policy Objectives

This plan is committed to:

- Supporting the development of public artworks (permanent, temporary, ephemeral, digital) that have significance for the local environment, community and extend the cultural identity of Proserpine
- Acquisitions and commissions of public art according to National Association for the Visual Arts' Code of Practice for Commissioning Art in the Public Space
- Ensuring that public art is evaluated by a team of appropriately qualified professionals and subject to quality control according to the procedures outlined below.
- Securing adequate resources to build and maintain a public art collection that will meet international benchmarks and aspire to world class quality.
- implementing a regular public art maintenance program that:
    - safeguards the asset
    - ensures the meeting of workplace health and safety standards
    - identifies the expected life of the asset and allows for natural attrition.

Cultural Themes & Drivers

At the core of the vision for this 5-Year Plan are the findings from community consultation with residents of the area undertaken during Council planning sessions. Recognition of the unique natural environment that Proserpine including:

- Proserpine's role as the gateway to the Whitsundays and the Great Barrier Reef.
- Unique character, history, landscape and culture
- The role of sugar cane and the horticultural industries
- The rainforest and coastal mountain ranges the untapped potential of Peter Faust Damn
- Cattle and mining industries as contributors to the local economy
- Acknowledge traditional aboriginal culture and connection to country to expand our knowledge of place prior to European settlement as well as explore contemporary social histories and lived experience in the area.

Artist Impression

Continue and enhance Art Deco references in the street furniture Artwork Type integrated

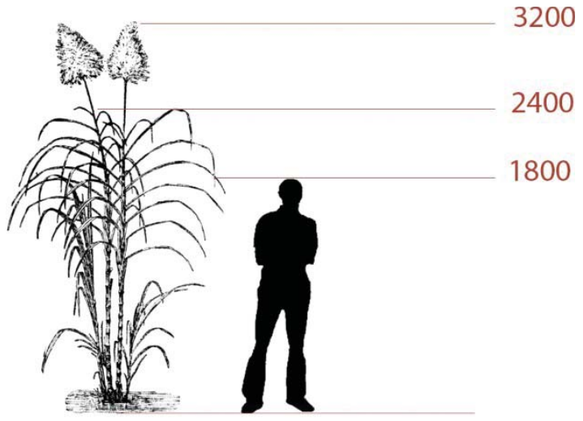
Delivery Platforms

This 5-Year Plan develops a public art framework that will create a distinctive public art collection over time that offers an integral vision understood by residents and visitors alike.

It grows an ecology that builds sustainable capacity in public art practice, understanding and appreciation. This will inform and engage audiences (both local and tourist visitation), and articulate Proserpine's stories—past, present and future. It acknowledges the important geographical feature that makes the Proserpine unique. This plan also maximises investment by utilising the resources of WRC, community, and private developers.

The Proserpine 5-Year Public Art Plan is structured around the following six (6) major delivery platforms:

- **Arterial Corridors:**
  review signage on the Bruce highway and its role in inviting visitors to come to stay in Proserpine.
- **Parks and recreational reserves:**
  Explore how the untapped potential of Peter Faust Damn as well increase the amenity of the Dog Park inviting visitors past the fence barrier.
- **CBD Developments:**
  A major opportunity comes with the proposed redevelopment of the streetscape to incorporate public art opportunities into the landscape architecture.
- **Streetscapes:**
  Opportunities exist for painted mural works throughout the city to improve amenity
- **Private Developments**:
  Seek funding for private owners of significant historical buildings **to be provided with an economic incentive to make give them a coat of paint.**
- **Festivals & Events:**
  Activation is programmed to maintain and enhance existing cultural venues and events.



Scale is an importance response to the urban environment in which a public artwork is seen. The context in which an artwork is seen Sydney with its dense vertical structures will be very different to an artwork seen in a rural agricultural area: Proserpine is dominated by the sugarcane fields and this constant horizontal plane provides a visual organizing principle and a sense of scale that will be applied to the public artworks.

Commissioning Procedures

There are a number of ways to commission artworks and to source artists for public art commissions. The most common methods of open competition, limited tender, and direct commission each have benefits and limitations that need to be considered and determined for each opportunity as required

The Public Art program will capitalize on existing cultural assets and events

- Reef Festival Located in Airlie Beach the Annual Reef Festival
- Wintermoon Festival located between Mackay and Proserpine
- National Fishing Competition
- Performing Art Centre Theatre

Artwork Selection Process: Public Art Advisory Panels

An **Art Advisory Panel** is a consultative committee of project team members and stakeholder representatives approved by the client who take part in affirming appropriate public art opportunities and the selection of artists and artworks.

The Panel's role is to provide expert advice and oversee the implementation of the Public Art Strategy and the Curatorial Rationale for the Public Art Program.

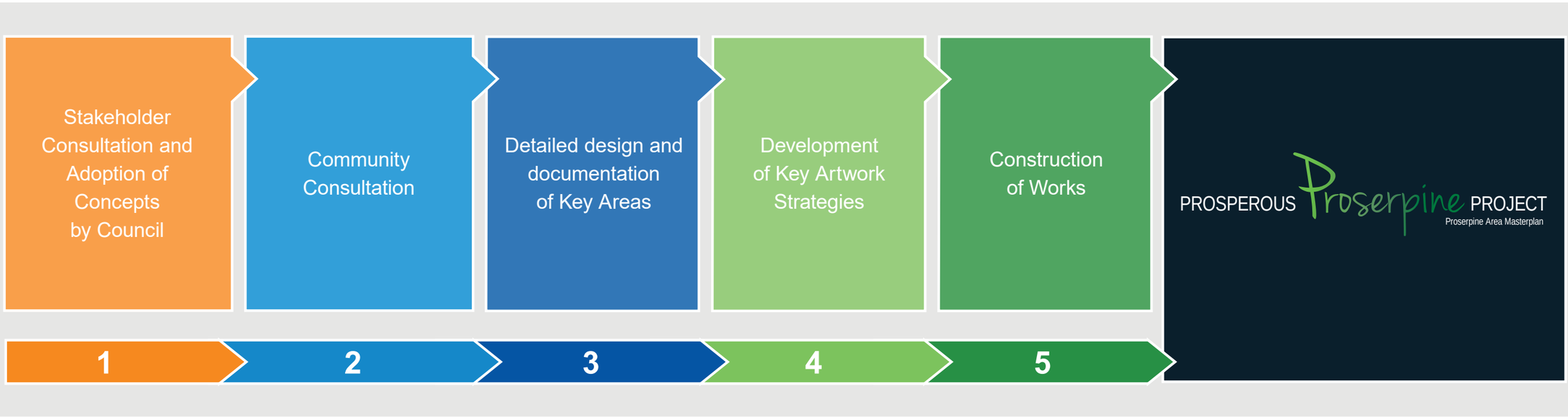
In general the Panel provide the following input for the life of the project:

- Expert cultural, artistic and design advice as required;
- Endorse the content development of the Public Art Strategy including the Curatorial Rationale/s; and
- Endorse the selection of appropriate artists and concepts for commissioning
- Appraise and make recommendations to the on the suitability and calibre of artists proposed for the commissions through participation in the artist selection process.
- Understanding of local community, demographic and aspirations
- Comment on the relevance of Council policies and strategies to the artwork commissioning process
- Revise the policy for future possible amendment for the client

The Panel typically comprises comprise a diversity of skills and knowledge: an architect/ designer, an artist/curator, Council representative/s, client representative/s,

Indigenous community member, community representative, a local young person.

Where to Next .....


Stakeholder Consultation and Adoption of Concepts by Council
Community Consultation
Detailed design and documentation of Key Areas
Development of Key Artwork Strategies
Construction of Works
PROSPEROUS Proserpine PROJECT
Proserpine Area Masterplan
1
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Appendices

Hydraulic Assessment Hydraulic Assessment and Impacts of Proposed Works

A preliminary desk based assessment was carried out to ascertain the potential changes in stormwater and flooding characteristics associated with the proposed Prosperous Proserpine Project.

The proposed landscape architecture elements were assessed for their possible impact on stormwater and overland flow for events up to the 1% AEP event.

To aid in undertaking this assessment, Whitsunday Regional Council provided:

- Lidar survey point data
- Feature survey
- Pipe and pit network for Main Street
- A pdf copy of Proserpine Flood and Drainage Study (AECOM, 2011).

It should be noted that the AECOM report is focused on local flood events and not inundation from the Proserpine River and/or breakouts from the river. As such, no commentary has been provided on the impact that these works may or may not have during a larger scale regional flood event.

This report has relied upon the accuracy of information which was received from the client and other sources. Except where noted, no verification of accuracy of the information has been carried out. In the event that some of the information which was relied upon for this assessment is found to be inaccurate, then some or all of the findings may change.

Although we have undertaken this report with the usual care and professionalism, this report shall only be used for the purposes intended. This report has been prepared as a high-level assessment of the proposed options to determine the likely impact. The information contained in this report was derived from review of the pdf plans included in AECOM report and use of available LiDAR. A more refined assessment of the localised flooding will be required prior to design and construction of elements identified as moderate/high risk in the following assessment.

This report should be read in full and no excerpts are to be taken as representative of the findings. This report has been prepared on behalf of Whitsunday Regional Council and we accept no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this report by any third party.

The elements of the hydraulic assessment have been included in the following table. The mapping used for this assessment has also been included for reference.

ID	Element	Element Description	Hydraulic Assessment	Risk to Detailed Design	Opportunities / Challenges
1	ANZAC memorial surrounds upgrade	Addition of planter box islands in the roadway, surface treatments and feature tree.	The project site is affected by overland flow mapping for the 1% AEP local flood event. Overland flow traverses down Dobbins Lane. Stormwater pits are located either side of Dobbins Lane on Main Street. Planter boxes should not obstruct flow entering these pits or divert water from them. Depth of flow is up to 300mm. Inspection of the 1:2yr AEP also shows inundation near the Main Street and Mill Street intersection, with flows travelling down Dobbins Lane. Therefore, it is assumed that frequent drainage issues may occur in this locality. It is recommended that the civil design take into account the local drainage issues and ensure that current flow paths are maintained.	Moderate	**Challenges**: Planter boxes may direct overland flows, which traverse across Main Street and down Dobbins Lane. **Opportunities:** In the event of major upgrades to Dobbins Lane, the construction of additional pipe and pit network with connection to existing stormwater network in Dobbins Lane may provide some drainage relief during small and frequent events. This is subject to detailed hydraulic and capacity analysis of the current downstream network.
2 & 3	Dobbins lane upgrade and activation and Mill Street Intersection upgrade	Catenary lighting, artwork on walls and ground surface, new road surface treatment, new seating and furniture, feature paving to lane entry, enhanced courtyard spaces in Laneway.	Mill Street is affected by overland flow mapping in the 1% AEP event. Flow is directed east and west along Main Street and does not affect Dobbins Lane to the south. As only a surface treatment is proposed on Mill Street, it is considered that there will be no impact to the overland flow, as long as surface grades are maintained as existing.	Low	**Challenges:** Nil **Opportunities:** Nil

ID	Element	Element Description	Hydraulic Assessment	Risk to Detailed Design	Opportunities / Challenges
4	Lane activation and identity	Catenary lighting, artwork on walls and ground surface, pavement upgrades and seating.	The proposed treatments are not considered to impact the movement of stormwater. Therefore, it is considered that there is no hydraulic impact.	Low	**Challenges:** Nil **Opportunities:** Nil
5	Pedestrian crossing upgrade	Raised wombat crossing with tree planters either side.	A raised crossing may require additional pits on the east and western side (on both sides of the road). These pits should be able to be connected to the existing stormwater pipes located along Main Street. Lidar survey point provided by WRC indicates that pits may not be required on the western side as the road surface falls away from the crossing. However, from the road level information provided, the eastern side is shown to be a very flat grade. The proposed raised crossing may impact the flow of stormwater. Dependant on the detailed civil design of the finished road surface, additional stormwater inlet pits may be required on the eastern and western sides of the proposed crossing to address the changes in stormwater.	Moderate	Challenges: Due to flat terrain, a raised crossing may impede the flow of stormwater. Dependant on the civil design of the road surface, additional pits may be required on the eastern and western sides of the proposed crossing. Opportunities: Re-grading of the road surface away from the crossing in both directions may increase the rate of flow in the kerb and subsequently improve drainage.

ID	Element	Element Description	Hydraulic Assessment	Risk to Detailed Design	Opportunities / Challenges
6	Arcade entry pavement treatment	Surface treatments to arcade entries.	The proposed treatments are not considered to impact the movement of stormwater. Therefore, based on the information provided, it is considered that there is no potential adverse hydraulic impact due to the proposed works for the adopted storm event.	Low	**Challenges:** Nil **Opportunities:** Nil
7	Streetscape upgrade including pathways and street trees	Surface treatments including improved pavement areas, additional street trees in planter boxes along Main Street	The proposed surface treatments (assuming existing grades are maintained) are not considered to impact the movement of stormwater. Therefore, it is considered that there will not be a significant hydraulic impact for the adopted storm event. The addition of planter boxes along Main Street between Mill Street and Herbert Street should have minimal impact to the movement of overland flow, as long as planter boxes are offset from the kerb to allow the free movement of flow in the kerb. The locality of the proposed extent of works is not mapped as affected by overland flow for events up to the 1% AEP event.	Low	**Challenges:** Ensure planter boxes do not impede the flow of stormwater within the kerb and ability for flows to enter stormwater pits. **Opportunities:** Nil

ID	Element	Element Description	Hydraulic Assessment	Risk to Detailed Design	Opportunities / Challenges
8,9 & 10	Roundabout upgrade at Chapman Street, Public Realm upgrade including furniture, planting and pavement, Street tree planting upgrade	Centre island feature tree, road surface improvements, enhanced tree planting, and seating.	The proposed surface treatments (assuming existing grades are maintained) are not considered to adversely impact the movement of stormwater. The addition of the proposed raised planter boxes should have minimal impact to the movement of overland flow, as long as planter boxes are adequately offset from the kerb to allow the flow of stormwater in the kerb. The locality of the proposed works is not mapped as affected by overland flow for events up to the 1% AEP event.	Low	**Challenges:** Ensure planter boxes do not impede the flow of stormwater within the kerb and gutter nor reduce the capacity of flows to enter stormwater pits. **Opportunities:** Nil
11	Proposed new Council building	Replacing the old structure with a new building.	The site is not mapped as affected by the 1% AEP flood event.	Low	Challenges: Nil Opportunities: Nil
12 & 13	Enhanced streetscape and tree planting, New Street Planting - Main Street		The addition of planter boxes along Main Street should have minimal impact to the movement of overland flow, as long as planter boxes are offset adequately from the kerb to allow the free movement of flow in the kerb. The locality is mapped as affected by overland flow for events up to the 1% AEP event and therefore careful consideration of the flow of overland flow should occur during detailed design.	Moderate	Challenges: Ensure planter boxes do not impede the flow of stormwater within the kerb and ability for flows to enter stormwater pits. Opportunities: Nil

ID	Element	Element Description	Hydraulic Assessment	Risk to Detailed Design	Opportunities / Challenges
14	Roundabout upgrade at Herbert Street	Centre island feature tree, road surface improvements, enhanced tree planting, and seating.	The proposed surface treatments (assuming existing grades are maintained) are not considered to impact the movement of stormwater. The addition of planter boxes may impact the movement of overland flow. Planter boxes shall be sufficiently offset from the kerb to allow the free movement of flow in the road kerb and gutter. The locality is mapped as affected by overland flow for events up to the 1% AEP event, with the intersection inundated by up to 300mm of flood water.	Moderate	**Challenges:** Ensure planter boxes do not impede the flow of stormwater within the kerb and ability for flows to enter stormwater pits. Further hydraulic design will be required at detailed design stage. **Opportunities:** If significant upgrades are to occur to the roundabout and through to Pioneer Park, investigation into improving the drainage in the locality could assist with reducing localised flooding.
15	Upgraded street tree planting on Main Street	Addition of planter box islands in the roadway	The addition of planter boxes may impact the movement of overland flow. Planter boxes to adequately offset from the kerb to allow the free movement of flow in the kerb. The locality is mapped as affected by overland flow for events up to the 1% AEP event, with the roadway inundated by up to 300mm of floodwater.	Moderate	**Challenges:** **Ensure planter boxes do not impede the flow of stormwater within the kerb and ability for flows to enter stormwater pits. Further hydraulic design will be required at detailed design stage.** **Opportunities:** If significant upgrades are to occur to the roundabout and through to Pioneer Park, investigation into improving the drainage in the locality could assist with reducing localised flooding.

ID	Element	Element Description	Hydraulic Assessment	Risk to Detailed Design	Opportunities / Challenges
16 & 17	Pioneer Park Upgrade	Street tree and shrub planting, new major public art, path extended around Blair Street, raised garden bed	Main Street and Blair Street direct overland flow ultimately to the west of the Bruce Highway. Changes to the footpath grades may change this behaviour. The footpath grades should be maintained as close to existing levels as possible. The addition of the raised garden bed and public art element appears to be located clear of the overland flow path and should not impact flows. The construction of these items could further confine the floodway. Detailed assessment of the existing modelling result files would assist in determining if any and potential scale of impact.	Low	**Challenges:** **Ensure planter boxes do not impede the flow of stormwater within the kerb and ability for flows to enter stormwater pits. Further hydraulic design will be required at detailed design stage.** **Opportunities:** If significant upgrades are to occur to the roundabout and through to Pioneer Park, investigation into improving the drainage in the locality could assist with reducing localised flooding.
18	Enhanced entry planting	Entry planting along roadside.	Figure 2 shows the entry road is mapped as affected by the 1% AEP flood event with velocities up to 1m/s. Enhanced street planting and garden beds in this area may reduce/ confine the flow path which may result in increased flood levels for the properties to the south of the roadway. It is difficult to determine, from the mapping provided, the full extent of the inundation in relation to the roadway. Further hydraulic assessment would be required to determine the level of impact.	High	Challenges: The additional planting could further confine a major overland flow path. Confinement of the overland flow path could result in increased flooding to properties located to the south of the works. Further hydraulic design will be required to ascertain impact/if any. Opportunities: Nil

ID	Element	Element Description	Hydraulic Assessment	Risk to Detailed Design	Opportunities / Challenges
19	Blair Street entry feature under existing trees	Entry feature and landscaping	The site is mapped as inundated during a 1% AEP flood event, with velocities up to 0.4m/s. This area is an area of floodwater conveyance and overland flow will need to traverse from Pioneer Park through the northern section of the BP site and ultimately through the culverts under the Bruce Highway (see Figure 1). The entry signs and associated landscaping will need to be kept at grade and preferably the signage kept 300mm from ground level to allow the free movement of floodwater under the signs. The proposed signage is aligned with the direction of flow which will minimise disruption to the flow path.	Moderate / High	**Challenges:** The additional planting and construction of signage may have a localised effect on the conveyance of overland flow in the 1% AEP event. Further assessment required at detailed design. **Opportunities:** Incorporation of drainage structures such as swales into landscape elements to improve conveyance in the locality.
20	Main Street entry enhancement of Bruce Highway	Addition of main entry signage	The proposed sign is located on elevated land between the Proserpine exit and Bruce highway. This location is not mapped as affected by the 1% AEP flood. The proposed treatments are not considered to impact the movement of stormwater. Therefore, it is considered that there is no hydraulic impact.	Low	**Challenges:** **Nil** **Opportunities:** Nil

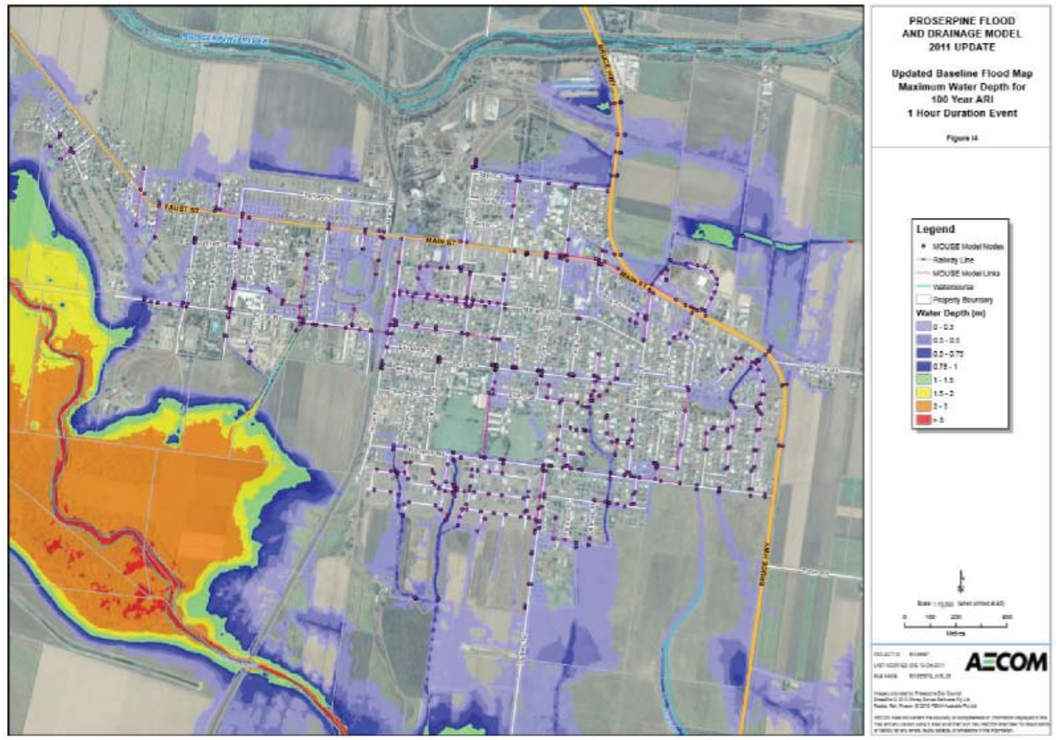


Figure 1 - 1% AEP flood depths - AECOM Study

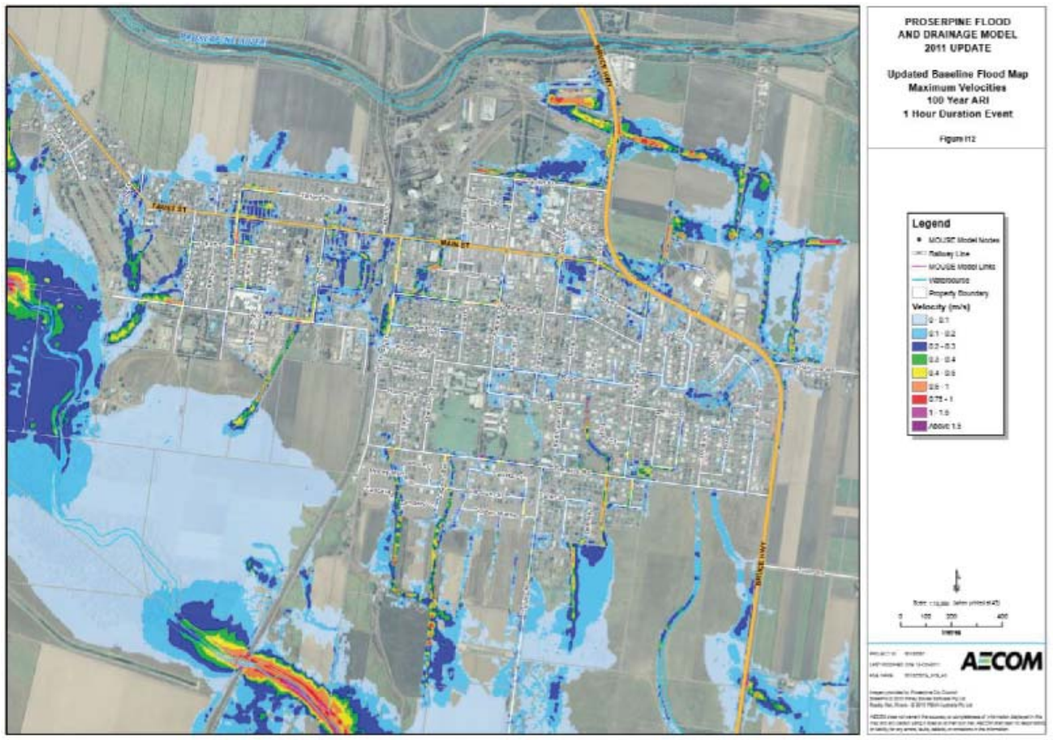


Figure 2 - 1% AEP flood velocity - AECOM Study

Lighting and Electrical Key Points

Street Lighting

The previous redevelopment of Main Street included the WE-EF RFL fittings on a custom curved pole.

The curved pole provides a creative solution to the issue of the awnings overhanging the footpath as the base can be located on the footpath and the pole curves slightly over the street so it avoids the overhanging awnings. Given the previous investment and this creative solution it is recommended that these fittings are utilised in the upgrades.

For the rest of the street the lighting is standard Ergon lighting mounted to the timber power poles.

Image: Crossing Lighting Beerwah

Three options have been considered for the streetlighting.

Option 1. – Retain the existing street lighting.
This would be the minimum cost but does not improve the streetscape amenity

Option 2. – Install new streetlighting but retain the existing power poles.
This would require coordination between the new lighting and the overhead poles.

Option 3. – Install new streetlighting and remove the existing power poles.
This would have significant cost but would reach the long term aim of removing the electrical infrastructure. The proposed fittings could be used to illuminate the crossing similar to the way decorative fittings have lit the crossing in Beerwah.

The suspension of caternary lighting between buildings offers a method for suspending lighting without introducing additional poles into a compressed space.

It is particularly suited for narrow alleyways where the spanning lengths are relatively short and structural loads are not significant. The lighting can create an enclosure which enhances the intimacy of laneways and alleyways. The use of caternary suspended from buildings presents a number of challenges that need to be addressed.

- The first is related to ownership and the responsibility for damage to the structure from high winds or the lighting being snagged by which tears the fixings from the structure. The Council would need to get approval from the business owners for the connections and the responsibility in the event of failures would need to be carefully negotiated with the building owners.
- The second is that there is a potential to mix electrical supplies from different connections which can create safety issues. This can be addressed through labeling, but the Council would need to ensure that the labeling is maintained and maintenance procedures address the risks associated with the separate points of supply.
- The third issue is identifying suitable fixing locations for connections. As noted above for large spans the loads on the structures can be significant and structural analysis of existing buildings would need to be undertaken to ensure that there are no issues.

Entertainment Precinct Lighting

Dobbins Lane and the Entertainment Centre forecourt have been identified as locations for creative lighting including colour changing catenary lighting and inground feature lighting.

Image: Catenary Lighting, Smithfield Street,Gympie

Image: Catenary Lighting, Chinatown Mall Brisbane

Image: Lonsdale Gateway, Melbourne

Artwork Lighting

Pioneer Park provides an opportunity for an artwork which leads approaching traffic from the Bruce Highway to Main Street. The artwork should either incorporate lighting or be illuminated so that the artwork leads traffic through the town at night.

Image: Illuminated Artwork, Marker Evan Street, Maroochydore

Image: Town Clock, Noosa Junction

The water tank on Faust Street offers significant potential for both colour changing LED lighting and projection due to the flat surface and white background.

The water tower can act as a beacon for the town. When considering views from a distance it is important to focus on the overall image as the detail may not be seen.

This would be achieved by providing a wash of one or two colours faded together to create a scene. The colour could be selected to suit events such as pink for McGrath day or Maroon for State of Origin.

Video projection and surface mapping can create visually stunning images and the water tower provides a fantastic opportunity for this type of artwork. The image below shows what can be achieved with projection. Usually the requirements for the placement projectors are stringent and the extent of Council property would need to be analysed further to determine the feasibility of this type of production.

Projection can either be through using traditional video projectors or using profile light fittings with GOBOs which can provide static images.

It is recommended that further analysis of viewing locations and ownership around the water tower is undertaken during the detailed design to determine the preferred options.

Image: Water Tank Faust Street, Proserpine

Image: Wodonga Water Tower

Uplighting / Floodlighting

There are two broad approaches to uplighting trees.
The first is to be set back from the tree to light the foliage and the second is to move the light closer to the trunk and highlight the trunk and the underside of the canopy. It should be noted that Hoop Pines have a tall

As the Key features are proposed to be new Hoop Pines which will grow significantly over time and have a textured trunk we recommend that uplighting of the trunk is considered for day to day lighting but a suitable power connection is provided for bud lighting for special events and/or the installation of bud lighting when the trees mature. straight trunk and thick foliage.

Option 1. – Lighting of Foliage

- Highlights the height of the tree
- Suitable for dense foliage trees

Option 2. – Lighting of Trunk

- Suits trees with large trunks and overhanging canopies
- Can highlight the texture of the trunk

Retrofitting new lights and undergrounding electrical services in footpaths.

This would undoubtedly create a patchwork of concrete cuts and different finishes due to installation of new cabling and cutting concrete to the kerb line.

Our recommendation is that to at least install a set of conduits along the property boundaries this then means when the conduits are installed in future that there are only short runs perpendicular to the length of the road. Previously people have used pavers or similar to create a band in the pavement which covers the excavation but my thought is that this would look very dated. I would highlight our recommendation is to install the new street lighting using the poles to match the recent works. Allow for conduits on both sides of the road.

On the WRC drawings they show conduits only on the low side of the road. This would be done in residential subdivisions with crossings at every second property boundary. For a main street or commercial area we would expect Ergon to want conduits down both sides of the street. Typically this would be six conduits on one side and four on the other. This would eliminate needing to create crossings at property boundaries.

Replacement of existing pole mounted lights with newer Council fittings.

Depending on the exact fittings can achieve either a P1 or V5 road lighting using a staggered arrangement at approximately 30m centres.

Challenges with the lighting or electrical supply for the project. (eg. Approvals, coverage, supply, Main Roads etc)

The challenge with undergrounding all the existing power is the connections to the existing buildings will need to be managed and coordinated with the owners. Ergon will need to do both the design work and the installation and are requesting payment before developing any options. Further, being a supply authority they are likely to want 12 months to design and construct. Further to this, Main Street is a DTMR street so they will need to approve the street lighting design.

Example Artwork Implementation Costs

This document outlines the costs associated with some of the artwork commissions that CREATIVEMOVE have curated and project managed over the past few years.

Implementation Budget

The fabrication allocations outlined include all costs associated with the implementation budget (fabrication and installation stage) and typically include the following:

- Engineering
- Footings
- Construction Documentation
- Materials
- Fabrication
- Lighting
- Transport
- Installation
- Travel Related Expenses

Community Inspired

Title: *Bursting Blooms*
Artist: Evangeline Goodfellow
Year: 2017
Location: Yarrabilba
Artwork Type: 2D – Community Mural
Scale: 280cm x 400cm x 200cm
Material: acrylic paint on plywood

Implementation Budget: $8,000
- **Artist fee:** $3,000
- **Fabrication & Installation:** $5,000

Production timeframe:
Concept Design: 4 weeks
Design Development: 2 weeks
Workshops: 4 days in total
Fabrication/Installation: 1 week

Evangeline conducted a series of community workshops to develop the design and help paint the mural.

Community Inspired

Title: *Microcosm*
Artist: Daniel Wallwork
Year: 2016
Location: Yarrabilba
Artwork Type: 3D sculptural
Scale: 100cm x 110cm x 100cm each
Material: aluminium, 2 pac paint

Implementation Budget: $100,000

- **Artist CD & Residency Fee:** $10,000
- **Fabrication & Installation:** $90,000

Production timeframe:
Concept Design: 4 - 6 weeks
Design Development: 4 - 6 weeks
Fabrication: 14 weeks
Installation: 1 week

Daniel developed the concept for this artwork through a residency at Yarrabilba which included community consultation and workshops.

Landmark

Title: *Kolap Spinning Tops*
Artist: Brian Robinson
Year: 2015
Location: Wickham, WA
Artwork Type: 3D sculptural
Scale: each 450cm high x 150cm diametre
Material: aluminium, 2 pac paint

Implementation Budget: $140,000
- **Artist CD Fees:** $4,500 (3 concepts)
- **Artist Commission Fee:** $28,500
- **Travel Costs:** $5,000
- **Transport to site:** $20,000
- **Fabrication & Installation:** $102,000*

* includes transport to Wickham, WA

Production timeframe:
Concept Design: 4 - 6 weeks
Design Development: 4 - 6 weeks
Fabrication: 14 weeks
Installation: 1 week

Title: *Steam Machine*
Artist: James and Eleanor Avery
Year: 2016
Location: Fish Lane, South Brisbane
Scale: 190 x 210 x 160cm and 150 x 190 x 130cm
Material: aluminium, 2 pac paint
Artwork Type: 3D sculptural

Implementation Budget: $70,000
- **Artist CD Fee:** $4,500 (3 concepts)
- **Artist Commission Fee:** $8,5000
- **Fabrication & Installation:** $57,000

Production timeframe:
Concept Design: 4 weeks
Design Development: 4 weeks
Fabrication: 10 weeks
Installation: 1 week

Significant Landmark

Title: Rise
Artist: Sebastian Di Mauro
Year: 2014
Location: Cairns QLD
Artwork Type: 3D sculptural
Scale: 300cm x 105cm and 235cm x 85cm
Material: stainless steel, 2 pac paint

Implementation Budget: $126,000
Artist CD Fees: $6,000 (2 concepts)
Artist Commission Fee: $20,000
Fabrication & Installation: $100,000*
* includes transport to Cairns

Production timeframe:
Concept Design: 4 - 6 weeks
Design Development: 4 - 6 weeks
Fabrication: 14 weeks
Installation: 1 week

Artist: Brian Robinson
Year: 2014
Location: Mackay, Queensland
Artwork Type: 3D sculptural (4 works)
Scale:
- *Deco Bloom 1*: 5.6m high x 1.2m wide
- *Deco Bloom 2*: 2.6m high x 1.5m wide
- *Urban Bloom 1*: 4m high x 1.5m wide
- *Urban Bloom 2*: 4m x 1.7m wide

Material: aluminium, 2 pac paint

Implementation Budget: $275,000
- Artist CD Fees: $6,000 (3 concepts)
- Artist Commission Fee: $55,000
- Fabrication & Installation: $214,000*
- * includes transport to Mackay

Production timeframe:
Concept Design: 4 - 6 weeks
Design Development: 4 - 6 weeks
Fabrication: 14 weeks
Installation: 1 week

Title: *Aura of the Campfire*
Artist: Brian Robinson
Year: 2017
Location: Port Macquarie, NSW
Artwork Type: 3D sculptural
Scale: 355cm, 300cm and 240cm high
Material: aluminium, 2 pac paint

Implementation Budget: $140,000
- Artist CD Fee: $1,500
- Artist Commission Fee: $20,000
- Travel: $3,500
- Fabrication & Installation: $115,000*

* includes transport to Port Macquarie

Production timeframe:
Concept Design: 4 weeks
Design Development: 4 weeks
Fabrication: 10 weeks
Installation: 1 week

Title: Inflorescence
Artist: Phil Price
Year: 2016
Location: Yarrabilba
Artwork Type: Landmark - 3D Kinetic
Scale:
- Large form - 6.1m x 4.2 m
- Smaller form - 4m x 1.7m

Material: Steel, carbon fibre, epoxy, urethane, and precision bearings

Implementation Budget: $360,000
Artist CD Fees: $12,000 (4 concepts)
Artist Commission Fee: $52,500
Fabrication & Installation: $295,500

Production timeframe:
Concept Design: 4-6 weeks
Design Development: 4 – 6 weeks
Fabrication: 20 weeks
Installation: 1 week

Integrated

Title: *Head in the Clouds 2*
Artist: Fintan Magee
Year: 2017
Location: Fish Lane, South Brisbane
Artwork Type: 2D - Landmark
Scale: 25m x 12 m
Material: acrylic paint on concrete

Implementation Budget: $30,000
- **Artist CD fee:** $5,000
- **Artist Commission fee:** $15,000 (includes painting)
- **Fabrication & Installation:** $10,000

Production timeframe
Concept Design: 4 weeks
Design Development: 2 weeks
Fabrication/Installation: 2 weeks

Title: East of the Mountains & West of the Sea
Artist: Lix North
Year: 2017
Location: Fish Lane, South Brisbane
Scale: 10.5m x 4m each
Material: Oil paint and digital composite graphics on PVC
Artwork Type: 2D – temporary

Implementation Budget: $31,500
- **Artist CD Fees:** $4,500 (3 concepts)
- **Artist Commission Fee:** $5,000
- **Fabrication & Installation:** $22,000

Production timeframe
Concept Design: 4 weeks
Design Development: 2 weeks
Fabrication: 6 weeks
Installation: 1 week

Traffic Commentary

The Prosperous Proserpine Project represents a masterplan for the Proserpine town centre and main street area. The traffic and transport related matters are an important aspect of this to ensure that the needs of pedestrians, cyclists and vehicles are achieved in compatibility with the other desired outcomes (to reinvigorate the Main Street to enhance community pride, commercial vitality and social interaction).

Existing Traffic Arrangements

The study area focuses on Main Street (between the Bruce Highway and Hinschen Street) and its side street connections. Main Street is the central spine of the Proserpine town centre and provides the following key functions:

- Access between Bruce Highway and the town.
- Car parking (kerbside) for the town.
- Pedestrian movement within the town along footpaths on both sides.
- Access to/from uses along each of the side streets.
- Through route to/from parts of Proserpine west of the town (including residential areas, the sugar mill, the tourist park and sports fields).

It is important to recognise that Main Street does not form part of the main highway (Bruce Highway) and therefore long distance through traffic does not pass through the Proserpine town centre.

- Main Street currently has a daily traffic volume of approximately 4,800vpd (total two way daily) with 12% heavy vehicles. The form of Main Street typically comprises:
- Two traffic lanes (one in each direction).
- Parking (kerbside) lanes on both sides.
- Roundabouts (single lane) at the key side street intersections at Herbert Street and Chapman Street.
- Constructed (concrete) footpaths on both sides.
- A pedestrian (zebra) crossing of Main Street (midway between Chapman Street and Mill Street).

Opportunities

Some of the aspects of the traffic network that represent opportunities for the project are:

- Traffic volumes are low, hence there is no need to provide intersection upgrading to deal with traffic congestion issues.
- Traffic speeds are generally slow (posted speed limit is 40km/h), hence pedestrian crossing can occur with relative ease.
- Roundabouts at two intersections (at an approximate spacing of 200m) provide a slowing of traffic, and provide breaks in the traffic flow, which allow pedestrians to cross Main Street with relative ease.
- The traffic functions are predominantly local (there is no major through traffic movement to be accommodated), therefore reduced speed and increased friction (pedestrian and parking activity adjacent to the road) can be tolerated.
- There is a significant amount of activity (shops, etc) lining the street, providing both pedestrian and parking activity.
- There is a significant supply of on street (kerbside) parking along Main Street and the adjacent side streets, such that small losses in car parking to achieve enhancements in kerbside visual treatment (eg. landscaped buildouts) can be tolerated.
- There are alternative roads (eg. Taylor Street) between the sugar mill and the Bruce Highway, therefore truck traffic does not need to pass through the town centre.

Challenges

Some of the aspects of the traffic network that represent challenges for the project objectives are:

- Traffic volumes are low and pedestrian crossing activity is low and sporadic, hence there is some perception that motorists do not slow/stop for pedestrians (even at the zebra crossing). The later may be occurring due to motorists not expecting to see regular pedestrian activity.
- There appears to be little marked parking specifically for car + caravan combinations along Main Street, which may discourage such users to stop in Proserpine.
- When approaching Proserpine from the south on the Bruce Highway, motorists have already driven past a number of land uses adjacent to and fronting the Bruce Highway and these motorists may think they have already driven past/through Proserpine, and therefore need some encouragement to enter/stop in the Proserpine town centre.
- The main entry point to the Proserpine town centre is the intersection of Main Street/Bruce Highway. This intersection is under the control of the Department of Transport and Main Roads, and the Bruce Highway component serves a regional (state-wide and nation-wide) function. Therefore, there may be practical limitations to what can be implemented here, to ensure appropriate safety and efficiency of the state-controlled road network is maintained.
- The percentage of heavy vehicles (at 12 %) on Main Street is typically high, so opportunities to divert such traffic to other routes should be pursued.
- The quality and consistency of the footpaths may be poor in some locations, which may discourage walking within the town.
- Whilst there may be a desire for additional pedestrian crossings of Main Street, it is unlikely that the volume of traffic (vehicles) and pedestrians would support the provision of additional pedestrian (zebra) crossings.

Proposed Traffic Arrangements

The proposed changes or additions to the traffic network within the study area are summarised and discussed as follows:

- Main Street/Bruce Highway – entry feature, kerb buildout and pavement surfacing – The objective is to create a substantial feature at the Main Street entry to attract motorists to “come in and see the Proserpine Town Centre”. The proposed design also creates a visual narrowing of the road at this point to signify (to motorists) a lower speed precinct along Main Street. The proposed design does not compromise the function or safety of the adjacent Bruce Highway.
- Herbert Street/Main Street roundabout and Chapman Street/Main Street roundabout – landscaping and pavement surfacing – The objective is to reduce traffic speed at these locations by the use of feature pavement surfacing. In turn, this will create an improved (lower speed) environment near the roundabouts to allow pedestrian crossing movements.
- Pedestrian (zebra) Crossing of Main Street (midway between Chapman Street and Mill Street) – raised platform and pavement surfacing – The objective is to reduce vehicle speed and enhance the awareness of pedestrians at this location. This is to improve the safety and convenience for pedestrians crossing Main Street at this location.
- Mill Street/Main Street/Dobbins Lane – kerb buildouts and pavement surfacing – The objective is to provide a visual enhancement and narrowing of Main Street, such that traffic is encouraged to slow down at this point. In turn, this has the objective of supporting the enhancement of Dobbins Lane (for enhanced pedestrian activation).
- Selected locations along Main Street – kerb buildouts – The objective is to provide a visual enhancement and narrowing of Main Street, such that traffic is encouraged to slow down through the town centre.
- Car + Caravan Parking Allocation – Dedicated kerbside parking is proposed in Mill Street for car + caravan combinations.
  This will be accompanied by directional signage on Main Street. The objective is to provide ease for tourists to stop and park and stay within the town centre.

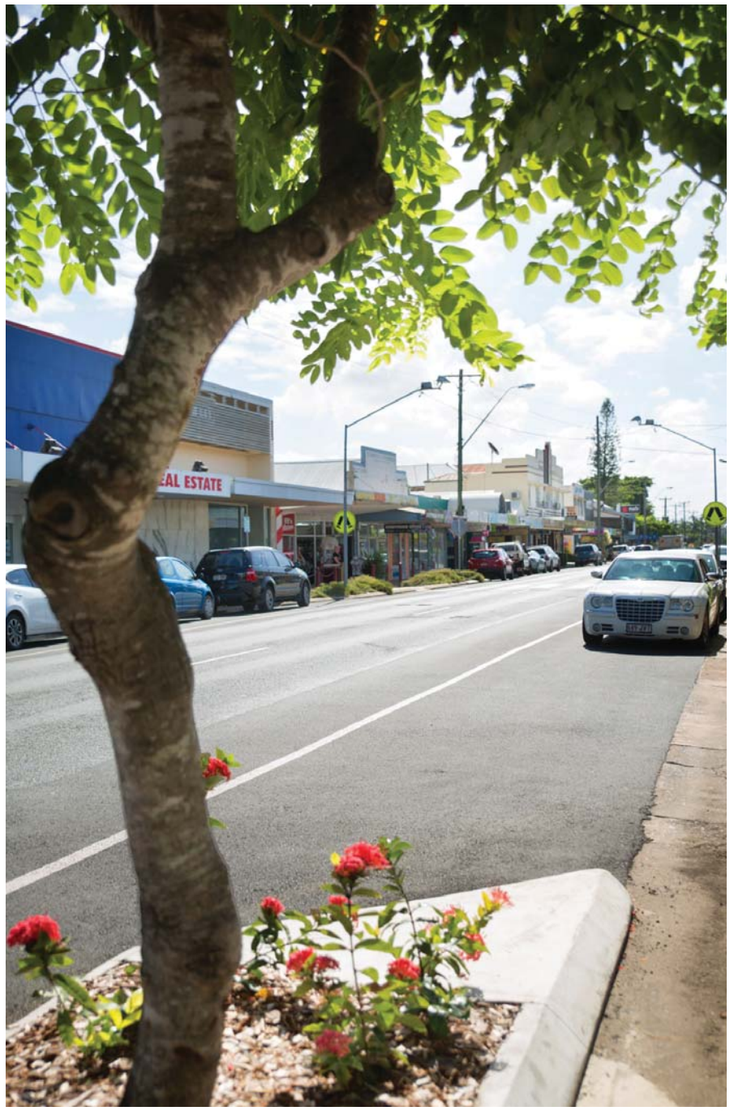


Image: Courtesy of WRC

Civil Engineering Commentary

Main Street Upgrade

- Allow for input from DTMR, Council, & a Traffic Consultant
  (e.g. for vehicle movements, sight requirements).
- Try not to alter the roadway plan layout alignment through Main Street Entry & to intersection with Blair Street, as there are drainage pits & underground pipes along the north edge of road reserve.
  This also extends further along Main Street to Herbert St.
  New planter islands to be coordinated with existing drainage inlet pits.
- There is a large Main Roads sign in the existing island that faces oncoming traffic,
  so it may need remain & to be included with new works layouts.
- The Main Street Entry island works, in our opinion, could be helped by additional works along Bruce Highway to help highlight the proposed new signage & large trees in the island, & new Avenue planting.
- Main Street is State Controlled as per adjacent map so interfacing Council property with DTMR is required (e.g. footpaths).
- Other existing & proposed services such as comms, electrical to be identified in areas of new works for street planting island or fixed infrastructure such as art-element, signage & the like.
- Planting to have allowance for subsoil drainage to roadway areas - preference would be to re-use existing locations as some drainage should exist?. New planting areas may require conduiting across the roadway to connect with existing inlet pits & this assumes it is possible without conflicting other in-ground services.
- We don't have any structural comments for your proposed landscape structures that would may these works of non-standard nature.

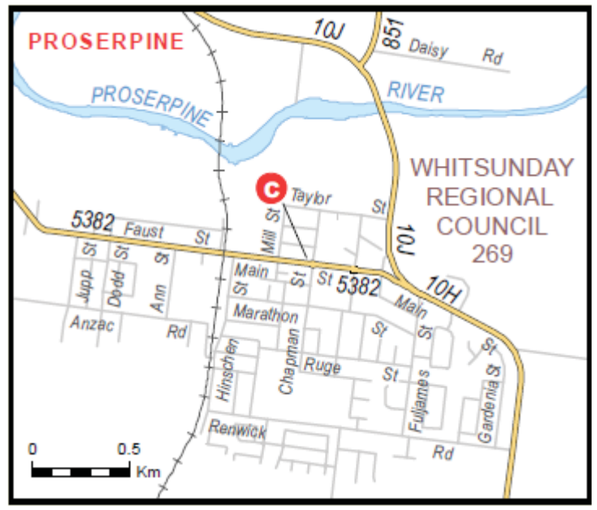
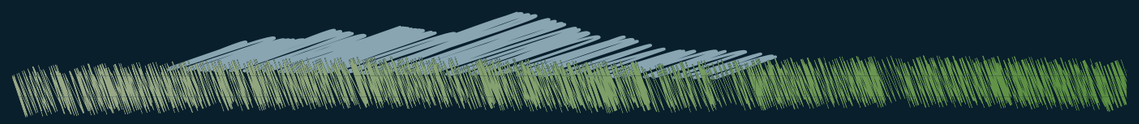


Image: Courtesy of WRC



Whitsunday Regional Council

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