



Merimbula Transport Study – CBD Landscape Masterplan Assessment



Overview

The Merimbula CBD Landscape Masterplan was developed by Spiire, for Bega Valley Shire Council in 2015. It aims to:

- Provide comfortable spaces
- Connect and allow animation of the public space
- Enable improved economic activity
- Provide for cultural diversity and expression
- Provide robust and sustainable outcomes.

The Merimbula Transport Study identifies a number of recommendations to improve Movement and Place outcomes for the town, considering the needs of all transport users, now and in the future. Some of the recommendations however are not in alignment with the CBD Landscape Masterplan. This document outlines any alignment and conflicts, and describes how the CBD Landscape Masterplan may be amended to better align with the Transport Study outcomes.

Screen shots of the recommendations from the CBD Landscape Masterplan are provided on the following pages.

Locations marked with a blue circle “” represent the elements that were originally highlighted in the CBD Landscape Masterplan.

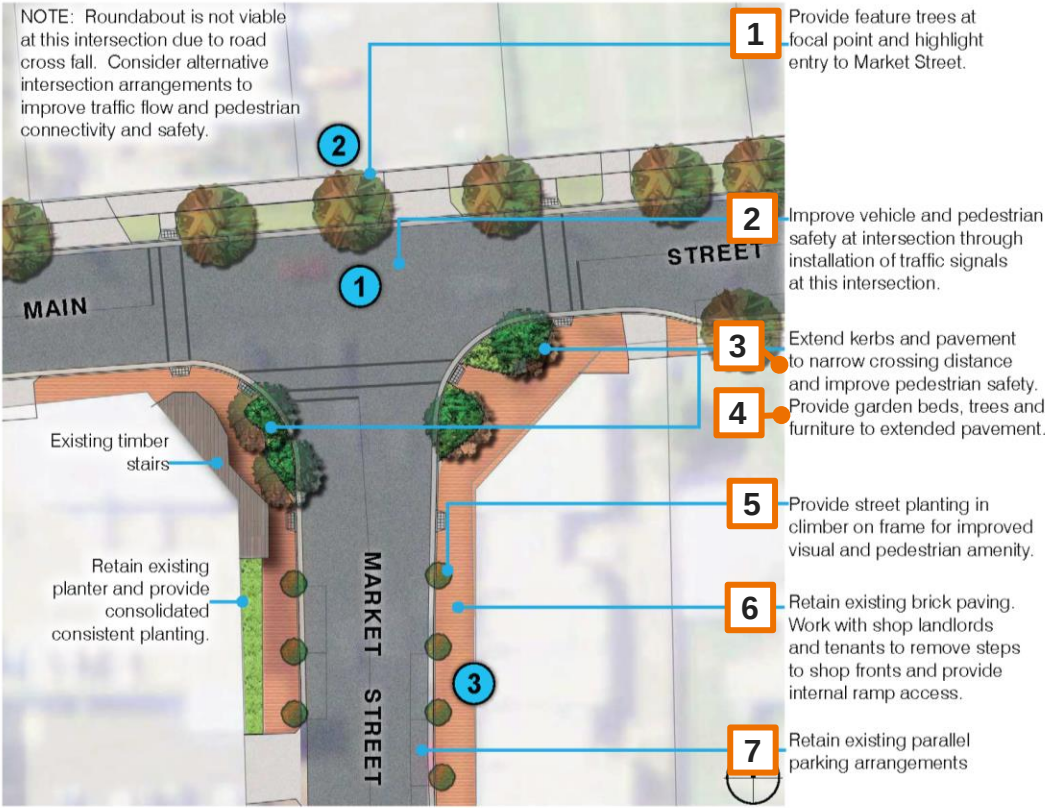
A new numbering system has been assigned for ease of understanding.

Locations marked with an orange box “” indicate the elements that are tabulated and discussed in this document.



Main Street/ Market Street Precinct

2.5.3 Main Street / Market Street Precinct

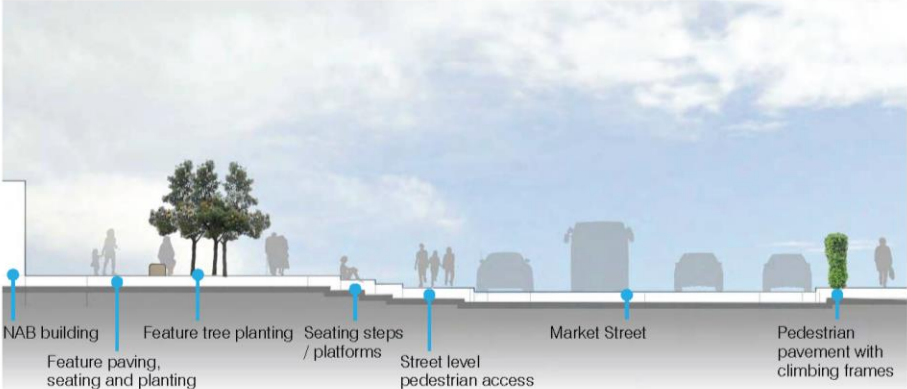


Legend

- Existing trees to be retained.
- Evergreen tree
- Evergreen tree
- Evergreen climber on frame
- Retained existing brick paving
- New unit paving
- New permeable unit paving
- Plain concrete paving
- Rumble strip - inlayed granite pitchers
- Timber decking
- Garden beds + WSUD
- Grass
- Washed sand playground surfacing
- Custom timber bench seat
- Custom timber picnic table and seats
- Sculpture / Public Art location

- Recommendations**
- 1 • Consider alternative traffic arrangements at intersection to improve traffic flow and pedestrian safety and connectivity. Improve vehicle and pedestrian safety through installation of traffic signals. (Note: roundabout not considered viable at this intersection due to road cross fall).
 - 2 • Extend pedestrian pavements, reduce kerb radii and provide aligned crossing locations and refuges for improved access and safety for pedestrians.
 - 3 • Cater for required large vehicle turning movements in design of pavement extensions.
 - 4 • Provide trees, garden beds and furniture (seating, bins, bicycle racks, wayfinding signage) to extended pavements to improve pedestrian amenity.
 - Incorporate WSUD to garden beds.
 - 2 • Provide feature trees to capture focal point and highlight entry to Market Street. Allow for driveway entries and sight lines.
 - 1 • Provide a consistent street tree planting to Main Street nature strip.
 - 3 • Retain existing brick paving.
 - 6 • Work with landlords and tenants to remove steps to shop fronts and provide internal ramp access.

Section A – A'



Urban Elements





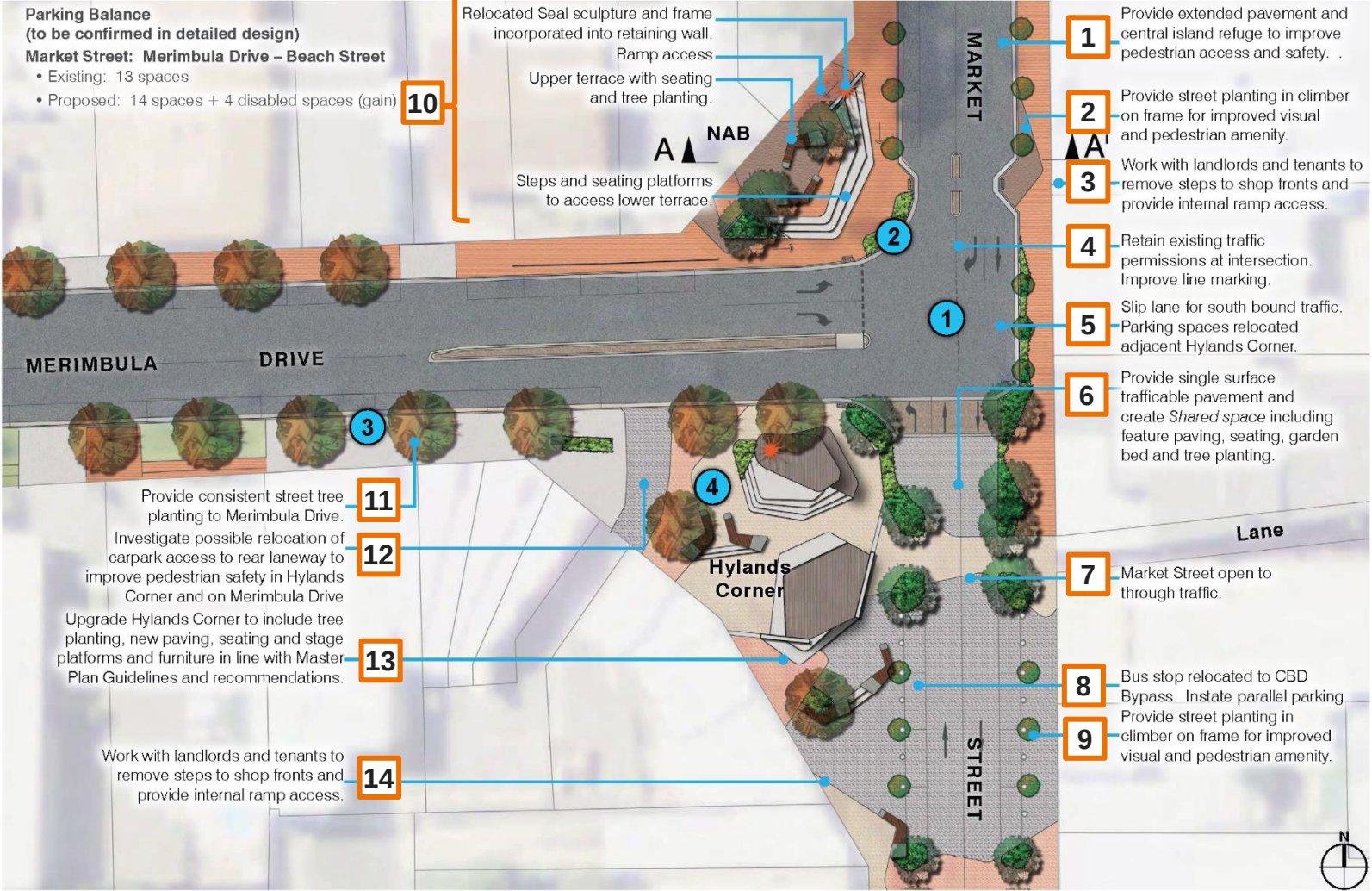
Main Street/ Market Street Precinct

ID	Merimbula CBD Masterplan Recommendations	Alignment with Merimbula Transport Study (TS) Report Recommendations	Recommended updates to Merimbula CBD Masterplan (if recommendation conflicts with the TS report)
1	Provide feature trees at focal point and highlight entry to Market Street.	Consistent with Recommendation #P6.	-
2	Improve vehicle and pedestrian safety at intersection through installation of traffic signals at this intersection.	Consistent with Recommendation #R3.	-
3	Extend kerbs and pavement to narrow crossing distance and improve pedestrian safety.	Consistent with Recommendation #R3 and supports Recommendation #P12.	-
4	Provide garden beds, trees and furniture to extended pavement.	Consistent with Recommendation #P6 and contributes to enhanced place-making.	-
5	Provide street planting in climber on frame for improved visual and pedestrian amenity.	No conflict with the TS Recommendations.	-
6	Retain existing brick paving. Work with shop landlords and tenants to remove steps to shop fronts and provide internal ramp access.	Supports Recommendation #P7. No conflicts with TS Recommendations.	-
7	Retain existing parallel parking arrangements.	Conflict with Recommendation #P9.	Recommended to incorporate #P9 ie “Increase verge space and provide alfresco dining opportunities on Market Street between Beach Street and Main Street.



Merimbula Drive / Market Street Precinct

2.5.4 Merimbula Drive / Market Street Precinct



Urban Elements



- Recommendations**
- 1 • Retain existing traffic permissions at Market Street / Merimbula Drive intersection.
 - 2 • Enhance appearance and functionality of NAB Corner to improve public open space area and connections with modified intersection and pedestrian crossing locations.
 - 3 • Provide a consistent street tree planting to Merimbula Drive to enhance entry to CBD.
 - 4 • Upgrade Hylands Corner to include tree planting, new paving, seating and stage platforms and furniture in line with Master Plan Guidelines and recommendations (subject to future detailed design).
 - 5 • Retain slip lane in Market Street for south bound traffic. Parking spaces relocated adjacent to Hylands Corner.
 - 6 • Provide single surface trafficable pavement and create *Shared space* including seating, garden bed and tree planting.
 - 7 • Market Street open to through traffic.
 - 8 • Bus stop relocated to CBD Bypass. Instate parallel parking. Provide street planting in climber on frame for improved visual and pedestrian amenity.
 - 9
 - 10 • Create upper terrace with ramp access, provide seating area and access to commercial premises.
 - 11 • Provide trees, garden beds and furniture (seating, bins, bicycle racks, wayfinding signage) to extended pavements to improve pedestrian amenity.
 - 12 • Investigate possible relocation of carpark access to rear laneway to improve pedestrian safety in Hylands Corner and on Merimbula Drive
 - 13 • Upgrade Hylands Corner to include tree planting, new paving, seating and stage platforms and furniture in line with Master Plan Guidelines and recommendations.
 - 14 • Work with landlords and tenants to remove steps to shop fronts and provide internal ramp access.



Merimbula Drive / Market Street Precinct

ID	Merimbula CBD Masterplan Recommendations	Alignment with Merimbula Transport Study (TS) Report Recommendations	Recommended updates to Merimbula CBD Masterplan (if recommendation conflicts with the TS report)
1	Provide extended pavement and central island refuge to improve pedestrian access and safety.	TS report proposes the provision of Disability Discrimination Act compliant wombat crossing as part of Recommendation #A3. Supports Recommendation #P12.	Incorporate Recommendation #A3 by providing a raised wombat crossing at this location. Wombat crossing provides better pedestrian priority than refuge crossing.
2	Provide street planting in climber on frame for improved visual and pedestrian amenity.	No conflict with the TS Recommendations.	-
3	Work with landlords and tenants to remove steps to shop fronts and provide internal ramp access.	Supports Recommendation #P7.	-
4	Retain existing traffic permissions at intersection. Improve line marking.	Not in alignment with Recommendation #P1 and Transformative Idea #1 which proposes one-way southbound vehicular traffic flow on Market Street between Merimbula Drive and Palmer Lane.	Incorporate the proposed vehicle movement configuration option as part of Transformative Idea #2 and Recommendation #P1 to create one-way southbound vehicular traffic flow on Market Street between Merimbula Drive and Palmer Lane.
5	Slip lane for south bound traffic. Parking spaces relocated adjacent Hylands Corner.	Not part of the TS report recommendations; no conflict with the TS report recommendations, however the proposed parking spaces relocated adjacent to Hylands Corner should be prioritised for those who need it most such as people with mobility issues and those with short term drop-off and pick-up needs as noted in Section 2.5 of the TS report.	-
6	Provide single surface trafficable pavement and create shared space including feature paving, seating, garden bed and tree planting.	Not in alignment with Recommendation #A2 (30km/hr slow speed zone).	Suggest to remove shared space on Market Street because of location of southbound bus route which may cause interactions with pedestrians. Maintain slow speed zone of 30km/hr in this location.
7	Market Street open to through traffic.	Not in alignment with Recommendation #P1 and Transformative Idea #2 which propose one way southbound vehicular traffic flow on Market Street between Merimbula Drive and Palmer Lane.	Incorporate the proposed vehicle movement configuration option as part of Transformative Idea #2 and Recommendation #P1 to create one-way southbound vehicular traffic flow on Market Street between Merimbula Drive and Palmer Lane.
8	Bus stop relocated to CBD Bypass. Instate parallel parking.	The relocation of bus stop to CBD Bypass supports the re-routing of 890 and 891 northbound buses via Merimbula Drive as part of Transformative Idea #2 and Recommendation #P1 (TS report). The instatement of parallel parking at this location might potentially conflict with Recommendation #P12; it should be noted that Section 2.5 of the TS report states that CBD parking is to be prioritised for those who need it most such as people with mobility issues and those with short term drop-off and pick-up needs.	Consider Recommendation #P12 (TS report) in terms of constricting road widths to provide either more space for people or disabled parking.



Merimbula Drive / Market Street Precinct

ID	Merimbula CBD Masterplan Recommendations	Alignment with Merimbula Transport Study (TS) Report Recommendations	Recommended updates to Merimbula CBD Masterplan (if recommendation conflicts with the TS report)
9	Provide street planting in climber on frame for improved visual and pedestrian amenity.	No conflict with the TS Recommendations.	-
10	Upper terrace with seating and tree planting. Provide ramp and direct step access to lower terrace, street and aligned pedestrian crossing location. Steps and seating platforms to access lower terrace. Relocated Seal sculpture and frame incorporated into retaining wall.	The upgrade of NAB Corner is not part of the TS report recommendations however does not conflict with the TS report recommendations. The inclusion of proposed ramp access is in line with Recommendation #P7.	-
11	Provide consistent street tree planting to Merimbula Drive.	Consistent with Recommendation #P6.	-
12	Investigate possible relocation of carpark access to rear laneway to improve pedestrian safety in Hylands Corner and on Merimbula Drive.	No conflict with the TS report recommendations.	-
13	Upgrade Hylands Corner to include tree planting, new paving, seating and stage platforms and furniture in line with Master Plan Guidelines and recommendations.	Consistent with Recommendation #P10.	-
14	Work with landlords and tenants to remove steps to shop fronts and provide internal ramp access.	Supports Recommendation #P7.	-



Market Street / Beach Street Precinct

2.5.5 Market Street / Beach Street Precinct



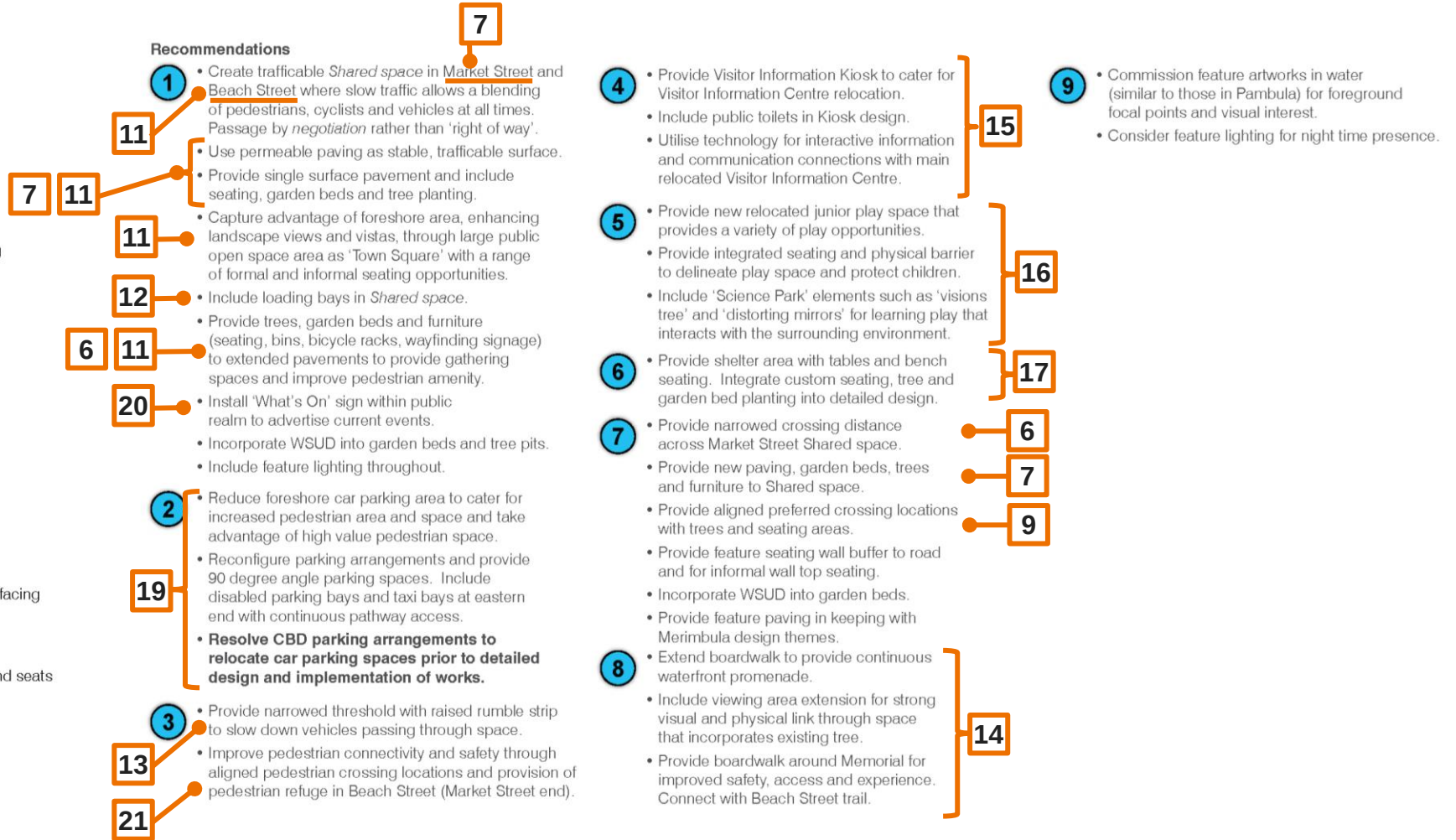


Market Street / Beach Street Precinct

Legend



Recommendations



Urban Elements





Market Street / Beach Street Precinct

ID	Merimbula CBD Masterplan Recommendations	Alignment with Merimbula Transport Study (TS) Report Recommendations	Recommended updates to Merimbula CBD Masterplan (if recommendation conflicts with the TS report)
1	Provide street planting in climber on frame for improved visual and pedestrian amenity.	No conflict with the TS report recommendations.	-
2	Retain seating area, raised garden bed and planting.	No conflict with the TS report recommendations.	-
3	Market Street open to through traffic.	Not in alignment with Recommendation #P1 and Transformative Idea #2 which propose one way southbound vehicular traffic flow on Market Street between Merimbula Drive and Palmer Lane.	Consider the proposed vehicle movement configuration option as part of Transformative Idea #2 and Recommendation #P1 to create one-way southbound vehicular traffic flow on Market Street between Merimbula Drive and Palmer Lane.
4	Beach Street open to through traffic.	Not in alignment with Recommendation #P1 and Transformative Idea #2 which propose one way eastbound vehicular traffic flow on Beach Street.	Incorporate the proposed vehicle movement configuration option as part of Transformative Idea #2 and Recommendation #P1 to create one-way southbound vehicular traffic flow on Market Street between Merimbula Drive and Palmer Lane.
5	No right turn into Market Street from Beach Street to improve traffic flow.	Not in alignment with Recommendation #P1 and Transformative Idea #2 whereby northbound movements are not permitted at the intersection of Beach Street and Market Street.	Incorporate the proposed vehicle movement configuration option as part of Transformative Idea #2 and Recommendation #P1 to create one-way southbound vehicular traffic flow on Market Street between Merimbula Drive and Palmer Lane.
6	Extend pedestrian pavement to narrow crossing distance. Provide new paving, garden beds, trees and furniture to extended pavement.	Supports Recommendation #P12.	-
7	Provide single surface trafficable pavement and create shared space including feature paving, seating, garden bed and tree planting.	Not in alignment with Recommendation #A2 (30km/hr slow speed zone).	Suggest to remove shared space on Market Street because of location of southbound bus route which may cause interactions with pedestrians. Maintain slow speed zone of 30km/hr in this location.
8	Work with shop landlords and tenants to remove steps to shop fronts and provide internal ramp access.	Supports Recommendation #P7.	-
9	Remove existing pedestrian lights to allow for shared space. Signify preferred crossing locations with paving and tree planting.	Not in alignment with Recommendation #A5 (provide raised pedestrian crossing).	Suggest to remove shared space on Market Street because of location of southbound bus route which may cause interactions with pedestrians. Provide raised wombat crossing in this location.
10	Relocate Bus stop to CBD Bypass. Instate disabled parking bays.	Southbound bus route does not need to be re-routed to the CBD Bypass (as per Transformative Idea #2 and Recommendation #P1).	Consider retaining the bus stop for southbound bus routes at this location and provide disabled parking spaces north of the bus stop as per Recommendation #PA3.



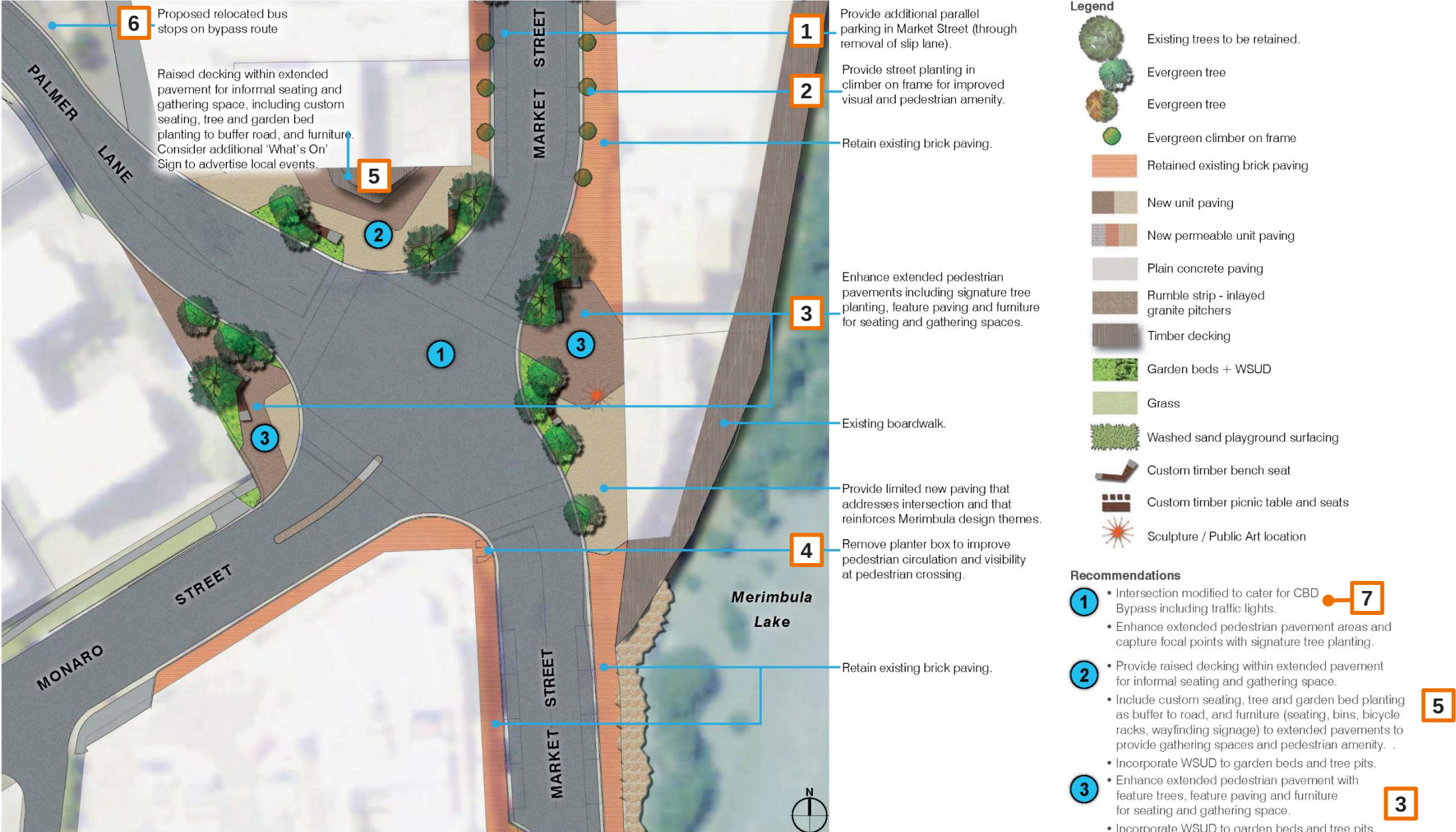
Market Street / Beach Street Precinct

ID	Merimbula CBD Masterplan Recommendations	Alignment with Merimbula Transport Study (TS) Report Recommendations	Recommended updates to Merimbula CBD Masterplan (if recommendation conflicts with the TS report)
11	Provide single surface trafficable pavement and create shared space including seating, garden bed and tree planting.	Consistent with Recommendation #A2; supports Recommendation #P4 and Transformative Idea #3. Traffic movements on Beach Street not consistent with #P1 and Transformative Idea #2.	Traffic movement to be modified to be consistent with Transformative Idea #2 ie one-way eastbound movement on Beach Street. Retain shared space on Beach Street. Shared zone on Beach Street between Market Street and Alice Street to be 10km/hr speed limit.
12	Provision of loading bays.	No conflict with the TS report recommendations.	-
13	Narrowed threshold with raised rumble strip to slow down vehicles passing through space.	No conflict with the TS report recommendations. Supports Recommendation #A2.	-
14	Extend boardwalk to provide continuous waterfront promenade. Provide boardwalk around Memorial for improved safety, access and experience. Connect with Beach Street trail.	Supports the Transformative Idea #1.	-
15	Provide Visitor Information Kiosk to cater for Visitor Information Centre relocation. Include public toilets in Kiosk design.	Consistent with Recommendation #P4 and Transformative Idea #3; Supports Recommendation #P2.	-
16	Provide new relocated junior play space that provides a variety of play opportunities. Provide integrated seating and physical barrier to delineate play space and protect children.	Consistent with Recommendation #P4 and Transformative Idea #3.	-
17	Provide shelter area with tables and bench seating.	Consistent with Recommendation #P4 and Transformative Idea #3.	-
18	Enhance waterfront amenity with signature tree planting.	Consistent with Recommendation #P4 and Recommendation #P6.	-
19	Reconfigure parking arrangements to allow for public open space in high value foreshore land. Provide 90 degree angle parking spaces. Include disabled parking bays at eastern end and continuous pathway access.	Proposed parking configuration is not in alignment with Recommendation #P4 and Transformative Idea #3.	Incorporate proposed parking arrangements as per Recommendation #P4 and Transformative Idea #3 ie 45 degree angled parking on northern side of Beach Street.
20	Install 'What's On' sign within public realm to advertise current events.	Supports Recommendation #P2.	-
21	Improve pedestrian connectivity and safety through aligned pedestrian crossing locations and provision of pedestrian refuge in Beach Street (Market Street end).	Aligns with Recommendation #P1 and Transformative Idea #2 – propose one-way eastbound vehicular traffic flow on Beach Street.	Recommend not to have a pedestrian refuge within a shared zone, because this treatment gives priority to vehicles. Shared zone gateway treatments are recommended, pedestrians may cross anywhere within a shared zone.



Market Street / Monaro Street Precinct

2.5.6 Market Street / Monaro Street Precinct





Market Street / Monaro Street Precinct

ID	Merimbula CBD Masterplan Recommendations	Alignment with Merimbula Transport Study (TS) Report Recommendations	Recommended updates to Merimbula CBD Masterplan (if recommendation conflicts with the TS report)
1	Provide additional parallel parking in Market Street (through removal of slip lane).	Not part of the TS report recommendations; it should be noted that Section 2.5 of the TS report states that CBD parking is to be prioritised for those who need it most such as people with mobility issues and those with short term drop-off and pick-up needs Potential conflict with Recommendation #P12.	Incorporate recommendation #P12 in terms of constricting road widths to provide either more space for people or disabled parking.
2	Provide street planting in climber on frame for improved visual and pedestrian amenity.	No conflict with the TS report recommendations.	-
3	Enhance extended pedestrian pavements including signature tree planting, feature paving and furniture for seating and gathering spaces.	Supports Recommendation #P12.	-
4	Remove planter box to improve pedestrian circulation and visibility at pedestrian crossing.	Supports Recommendation #R3.	-
5	Raised decking within extended pavement for informal seating and gathering space, including custom seating, tree and garden bed planting to buffer road, and furniture. Consider additional 'What's On' Sign to advertise local events.	Supports Recommendation #P12 and consistent with #P2.	-
6	Proposed relocated bus stops on bypass route.	Bus stop(s) on southern side of Park Street: supports the re-routing of 890 and 891 northbound buses via Merimbula Drive as part of Transformative Idea #2 and Recommendation #P1. Bus stop(s) on northern side of Park Street: existing southbound regular public bus routes do not travel through Park Street and these bus routes do not need to be re-routed as part of Transformative Idea #2 and Recommendation #P1.	Consider the instatement of bus stops on southern side of Park Street only (in the case that only the northbound buses are re-routed).
7	Intersection modified to cater for CBD Bypass including traffic lights.	Consistent with Recommendation #R2.	-