Nicholson Street
Orbost
Future Upgrade Works
Analysis & Opportunities Report

Prepared by Tract Consultants
for East Gippsland Shire Council

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The project will seek to enhance the rural character of the town centre and promote community engagement through the design process and outcome. It will create a safer, more 'pedestrian-friendly' streetscape for residents and visitors to enjoy.
1.1 Project Background
The East Gippsland Shire Council has committed to a streetscape upgrade of the commercial section of Nicholson St in Orbost, from Ruskin St. to Salisbury St. The works will involve improvements to the footpaths, tree planting, retaining walls, furniture and general streetscape amenity, between the existing kerb line and the shopfronts.

The streetscape infrastructure of Nicholson Street within the town centre is ageing and there are safety and management issues with the current footpaths and existing street trees. The project will provide a significant upgrade to the quality, function and appearance of Nicholson St within the heart of Orbost. The project will seek to enhance the rural character of the town centre and promote community engagement through the design process and outcome. It will create a safer, more ‘pedestrian-friendly’ streetscape for residents and visitors to enjoy.

1.2 Project Objectives
As outlined by the East Gippsland Shire Council, the project has the following objectives.
• To enhance the existing rural character of the town centre and to further support commercial, cultural and social activities that are linked to the Orbost town centre;
• To create a pedestrian friendly environment with an increase in usable open space within the town centre;
• To create a more accessible street environment for current and future residents, businesses, tourists and visitors;
• To provide high quality, attractive, safe pavements and functional, pedestrian friendly spaces;
• To create a sense of place and enhance the town centre identity.

1.3 Study Area
The study area includes Nicholson Street and adjoining laneways as displayed in the context plan. The design work will focus on Nicholson Street from Ruskin Street to Salisbury Street. The connecting laneways of Lawson and Lind that connect Nicholson Street to the south will also be considered.

1.4 Consultation
Community Consultation will occur at key points during the project, to ensure that community input and feedback is incorporated into the project. A Reference Group made up of key members of the Orbost community including representatives from: Regional Health, MOOJIL, Orbost Police, The Chamber of Commerce, Senior Citizens, Neighbourhood House and the Youth Ambassador, will also take part in the project. The reference group will play an important part in ensuring that the views of the stakeholders are taken into account in the process and that final outcomes have broad stakeholder support.

1.5 Delivery
For the purposes of project funding and construction the project will be delivered in two stages to be determined as part of the design process. The overall design as well as the documentation for the first stage of the project are part of this project scope and will be constructed during the 2016-17 financial year, with the detail design and documentation for Stage 2 to be completed, once future funding is confirmed.

1.6 The Process
The project has been split into 6 stages for design and delivery:

**Vision and Objectives/ Analysis**

**Draft Streetscape Plan**

**Final Streetscape Plan**

**Detailed Design Phase**

**Construction Documentation**

**Commence Construction**

1.7 This document
The following document consolidates the findings from the Site analysis and community consultation to inform the project vision for Nicholson Street. This first phase will help define the project opportunities and constraints and confirm the priorities of the overall upgrade. The findings will be used to generate ideas and design concepts for the Draft Streetscape Masterplan and lead to future detail design and documentation.

1.8 Site Analysis and Opportunities
Findings
The following plans articulate the key findings of Nicholson Street, identifying future possibilities and constraints of the streetscape.

The Analysis and Opportunities Report provides the necessary background to inform the decision making in the streetscape design process.

The following plans are presented through the document.

**Figure 1 - Context Plan**

**Figure 2 - Existing Site Conditions Plan**

**Figure 3 - Grading Plan**

**Figure 4 - Vegetation Plan**

**Figure 5 - Mobility and Access Plan**

**Figure 6 - Community Consultation Feedback Plan**
**Location:**

Orbost is situated in the north-east of East Gippsland, on the Princes Highway and has a population of around 2,500 people. The town has a rich heritage in agriculture and forestry. The town has evolved and now plays an important role in local tourism, as a gateway to the region’s natural assets which include: the nearby coast, Snowy River and numerous National and State Parks that extend north to the Victorian border and into New South Wales.

Other destinations nearby include the coastal town of Marlo which is 15km to the south, where the Snowy River meets the ocean and Cape Conran, further to the east. Orbost is about 45 minutes drive from the larger commercial town of Lakes Entrance. The regional centre of Bairnsdale, is about an hour’s drive away, providing train services through to Melbourne.

The area around Orbost is a rich river floodplain and was originally settled in 1842. The land was progressively cleared for cattle grazing and associated agriculture. A township began to develop in the 1870’s and eventually evolved into an important service centre and a major agricultural district. The local people have a proud history of working the land and overcoming the adversity of remoteness and natural disasters of flood and fire which have impacted the community on many occasions since settlement.

For many years, the forestry industry was important to Orbost and is part of the town’s heritage. Timber was harvested, milled locally and freighted by rail to Melbourne. This industry while still present began to decline significantly during the later part of the 20th century.

Over the years, Nicholson Street evolved to become the commercial centre of Orbost that today includes: two supermarkets, a selection of shops, banks, a post office, service providers and two hotels.

In 1977, a town by-pass was constructed, eliminating the need for traffic to drive through the town along Nicholson St. This created two entries to the town centre from the highway, one at Lochiel Street and another at Salisbury Street. Both entries are vital to encourage passing traffic and visitors to stop and rest within the town and experience what Orbost has to offer.

*Figure 1, Context Plan.*

**People**

There is a growing population of older adults in Orbost, with many retirees from local farms and the timber industry moving into town. The township also appeals to retirees from outside the area, due to its lifestyle, affordable housing and availability of health and care services. The uneven and often slippery pavements of Nicholson Street have caused a significant number of “trips and falls” in the street and is particular concern for the community.

There is strong youth presence in Orbost and a streetscape outcome that is functional and pedestrian friendly for all ages is a key focus in the future upgrade works of Nicholson Street.

**Landscape Qualities:**

Set in a farming landscape, with forest backdrop and Snowy River setting, Orbost has a strong rural aesthetic. Setting above the floodplain of the Snowy River, the town has a sense of place, with view lines from the intersections along Nicholson Street to the hills and paddocks beyond.

Nicholson Street was remade in 1984 and this resulted in new kerb alignments, the introduction of the characteristic red brick paving and the planting of oak trees creating the streetscape as it is today. There are several key landscape and visual elements that characterise Nicholson Street, including:

- Tree-lined streetscape which is dominated by Oak plantings (Red and Pin Oak), which provide a shady streetscape in summer and allow sunlight onto the street in the winter months,
- a number of heritage buildings,
- bull-nose verandahs,
- the generally wide, but sloping brick paved footpaths.

These elements provide character and identity to the streetscape, and are generally recognised by locals as giving Orbost and Nicholson Street an authentic character, the essence of which should be retained and enhanced as part of the upgrade works.
Figure 1 - Context Plan, Orbost Victoria - Red Line is current scope area of works
Analysis and Community Consultation

To inform the project an analysis of the existing conditions and consultation with the community was undertaken. The consultation involved meeting with the Reference Group, Local Traders and the community, to determine what key issues and opportunities should be addressed as part of the project. An obvious driver for the project is the numerous maintenance issues and hazards that existed with the current streetscape. A full summary of the Community Consultation is provided as an Appendix to this report.

The analysis and consultation confirmed several major issues that need to be addressed as part of future upgrade works including:

- Improving the existing pavement cross falls and paving quality to reduce trip hazards and improve accessibility,
- Mitigating many of the issues caused by the existing street tree planting within the streetscape, including leaf litter and slip hazards,
- Bring the streetscape up-to-contemporary design standards to cater for changing needs including accessibility standards, tourism and outdoor eating and a “café” culture,
- Providing a more pedestrian-friendly environment that encourages patronage of local shops and businesses,
- Encouraging more tourists to frequently visit the Nicholson St commercial area.

To assist with interpretation of the existing conditions, the analysis and been divided into four sub-headings:

- Existing Site Conditions and overall amenity
- Grading and Drainage in the streetscape
- Vegetation and Street trees
- Mobility and Movement

3.1 EXISTING SITE CONDITIONS AND OVERALL AMENITY

The Nicholson St study area encompasses the main commercial strip of Orbost and represents the “heart of town”. The short length of the commercial area at 350 metres makes it “walkable” and parking in the street is generally available. It retains the character of a small rural township, highlighted by a shaded streetscape, a number of heritage buildings and retained bullnose verandahs. Interpretive panels within the streetscape provide an insight into the history of the Orbost and the development of Nicholson Street. The panels should be retained in their current locations as the orientation of these often relates to key views and interpretation of buildings across the street.

The existing streetscape was constructed 30 years ago. While this is not necessarily old, the streetscape paving, furniture and general appearance, is worn and a number of conditions have evolved that make the street difficult to maintain into the future.

One of the issues for the retention and maintenance of the streetscape in its current condition, are the difficulties associated with the footpath and the street trees, and the hazard that these now present. Over the years the footpaths of Nicholson Street have become unsafe at times, due to a number of compounding factors which include:

- existing cross fall and uneven grade,
- lack of drainage outlets which contributes to poor drainage when it rains, leading to pooling of water,
- brick paving which has a smooth surface and is inherently slippery when wet,
- street trees heaving and lifting the brick paving to create trip hazards,
- leaf drop from the street trees which collect on the footpaths and become a slip hazard when wet or dry,
- lack of maintenance to remove the leaf litter at key times of the year.

What the community said………..

A number of issues and opportunities were highlighted for the streetscape in general, these included:

- Local art, culture and history should be promoted more strongly in the new upgrade works.
- Forest Park is the first impression of town, and the avenue of Elm trees. The possibility of following this through to the main shopping district of Nicholson Street.
- Heritage of shopfront and traditional red concrete colouring outside the hotel should be retained.
- Lighting to the street was raised as a problem in Nicholson Street. This included overhead light spill encroaching on nearby neighbours and lack of lighting at ground-level possibly blocked by the trees?
- Notice board improvement for more usable space and promotion of events and advertising of shops.
- Shelter throughout the streetscape was raised, and the importance of having shelter in all weather conditions.
- More usable seating options at several points throughout the streetscape.
- Lannoy ideas included introducing seating, lighting, shade, art, and more surveillance would be needed.
- Colourful and bold footpath treatments to highlight crossings and pedestrian zones throughout the streetscape.

What the community said………..
Figure 2 - Existing Site Conditions Plan
SITE ANALYSIS

3.2 GRADING AND DRAINAGE IN THE STREETSCAPE

The street naturally has an east-west cross fall and due to the set level of the shop thresholds, the levels of the existing footpaths and road have been generally maintained. As part of the upgrade to the streetscape in the mid 1980’s retaining walls and planter boxes were introduced, together with ramps and some steps, to provide a transition from the “back-of-kerb”, to the shopfronts.

To analyse the potential hazards and prioritise areas to be addressed as part of the streetscape upgrade, the footpaths were categorised into 3 levels of existing grade and cross fall as follows:

**Existing Grade-Level 1**: a generally flat surface and generally good in all conditions.

**Existing Grade-Level 2**: A slightly sloping surface. Generally good in dry conditions. Existing brick surfaces can become slippery when wet, or when leaf litter accumulates on the footpaths in dry or wet conditions.

**Existing Grade-Level 3**: Sloping, can be difficult to walk on. Non-compliant with current DDA requirements. Difficult for mobility scooters to access.

**What the community said …………**

- There was general consensus that the existing footpaths presented a hazard, particularly when combined with the leaf litter.

**Opportunities and Design Response**

While most areas can be addressed and improved as part of the streetscape upgrade, there will be other areas where the existing grade cannot be significantly modified due to the requirement to maintain the existing level of the road. In these instances the response will be to make these areas as safe as possible. This may be achieved through a combination of the following measures:

- use of non-slip pavement materials,
- introduction of steps with handrails, to eliminate steeper slopes,
- reducing the need for pedestrian to access the steeper areas within the streetscape, by providing alternate access,
- rationalising the existing retaining wall and planter boxes,
- a new street tree species that does not contribute to the slip hazard,
- additional on-going streetscape maintenance regime.
This crossing area has been identified as Grading level 3 and needs the appropriate levelling to allow for mobility scooters and pedestrians to travel through the street.

Lawson Street Lane has been identified to have a current grading level of 2 and will require non-slip materials to improve safe access and usable space for the public.

Lawson Street Lane has a large open drain within Lawson Street Lane. Causing water runoff when raining and increasing slip hazards for the pedestrian.

Open drain has a large catchment, approximately 40m. Drainage needs to be addressed.

Nearby secondary buildings

Adjacent streetscape buildings

Garden Beds

Trees

Figure 3 - Grading Plan

Grading Plan

Nicholson Street, Orbost

15/02/16

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SCALE 1:200 (2200mm x 841mm)

Foodworks Supermarket

Tunrivera

Accounting

Vacant Land

House Dwelling

Orbost Pharmacy

Original Bakery

Boutique and Ends

Leisure Wear

Commonwealth Bank

Public Toilets

Stepping Stones

118 Nicholson Street

Snowy River Mail

Leasing Appliances

Newsagent and Cafe

Commonwealth Hotel

Inn

St James and Treasure

Orbost Floor Coverings

Riviera Accounting

Orbost Land and Surf Shop

Orbost Shoes

Orbost Land and Surf Shop

Orbost Travel Centre

Orbost Club Hotel

Orbost Real Estate

Discount Shop

Ladies Fashion

Elders Real Estate

Original Bakery

Orbost Polce Station

Private Dwelling

Orbost Residence

Orbost State Emergency Service

Orbost Police Station

Private Dwelling

Grading and Drainage

Legend

Grading level 1 - A generally flat surface and generally good in all conditions

Grading needs attention

Grading Level 2 - A slightly sloping surface. Generally good in dry conditions. Existing brick surfaces can become slippery when wet, or when leaf litter accumulates on the footpaths in dry or wet conditions.

Grading 3 - Sloping, can be difficult to walk on. Non-compliant with current DDA requirements. Difficult for mobility scooters to access.

The maximum walkway slope for an ADA accessible route is 1 in 20, or 5%. Steeper than this is a ramp, so handrails are required both sides; and maximum rise is 30" before a flat landing is required, etc.

For walkways and landings having gradients in the direction of travel shallower than 1 in 33, a camber or crossfall shall be provided for shedding of water and shall be no steeper than 1 in 40, except that bitumen surfaces shall have a camber of crossfall no steeper than 1 in 33.
SITE ANALYSIS - GRADING AND DRAINAGE
Nicholson Street, Orbost

LEGEND
Grading and Drainage
Grading needs attention.
Grading Level 1 - A generally flat surface and generally good in all conditions
Grading Level 2 - A slightly sloping surface. Generally good in dry conditions. Existing brick surfaces can become slippery when wet, or when leaf litter accumulates on the footpaths in dry or wet conditions.
Grading Level 3 - Sloping, can be difficult to walk on. Non-compliant with current DDA requirements. Difficult for mobility scooters to access.

Drainage issue area
Safe Drain
Existing information
Garden Beds
Trees
Adjacent streetscape buildings
Nearly secondary buildings

Open drain with a large catch, approximately 40m. Drainage needs to be addressed.

Only one open catchment drain within Lawson Street Lane. Causing water runoff when raining and increasing slip hazards for the pedestrian.

Insufficient water catchment in Lind Lane, creating a slipping hazard when wet to pedestrians.

Area with a grade level of 3. Indicating that the grading and access in this area needs to be addressed to create a safe walkway.

Open drain with a large catchment of water, provides a slipping hazard to pedestrians. This area needs to be reviewed.

This crossing area has been identified as Grading level 3 and needs the appropriate levelling to allow for mobility scooters and pedestrians to travel through the street.

Lawson Street lane has been identified to have a current grading level of 2 and will require non-slip materials to improve safe access and usable space for the public.

Oppotunity for outdoor dining space. This area is uneven outside of the cafe.

Lawson Street Lane has been identified to have a current grading level of 2 and will require non-slip materials to improve safe access and usable space for the public.
3.3 Vegetation

Background:
Nicholson Street is an existing tree lined street that extends 2.3 km from Forest Park to Dyce Lane. In part, it is the main street through Orbost and along its length there are several street tree typologies:
- The southern approach to Nicholson Street from Forest Park, is highlighted by large deciduous Elm Trees,
- The section from Raymond St to Ruskin St has been planted with deciduous Upright Oaks and is largely devoid of shade,
- The study area from Ruskin St to Salisbury St consists of Quercus rubra (Red Oak), Quercus palustris (Pin Oak) and Catalpa, C. biginoides (Indian Bean Tree),
- The northern extension of Nicholson Street, beyond the War Memorial, to Dyce Lane has mixed, inconsistent plantings of Eucalypt and native evergreen species. This transition marks a change in use, to a predominantly residential character.

While there is a logical change in streetscape character north above, the adjacent verandahs, shop frontages, signage and powerlines did not take into consideration the powerlines
- Some trees are too close together, while other sections have no trees at all
- The tree canopy blocking shop frontages and signage, in hindsight, the location of the plantings and species selection did not take into consideration the powerlines above, the adjacent verandahs, shop frontages, signage and key sightlines within the streetscape.

What the community said............
- The visual identity of the trees and the character it brings to the overall street and town was recognised as important and this character should be retained
- Concern was raised of the possible tree removal. How can the overall appearance of the streetscape and shade that the tree provide be maintained?
- The maintenance and leaf litter is a major concern from traders and pedestrians alike. The leaves become a risk hazard with the combination of the red brick pavers.
- Colourful planting was mentioned as a key change to proposed flowering species throughout the garden beds and planters of the streetscape.
- Some community members thought that native evergreen trees could be introduced into the streetscape, including the Cabbage Palm.

Opportunities and Design Response:
- The retention of the existing trees within the study area needs to be carefully considered. The existing trees create a number of issues as outlined above and their long-term health and suitability is questionable. While the shade and the character of the trees is appreciated, the leaf litter and hazards they create are not. In developing a concept for the streetscape the following should be taken into account.
- Subject to the Arborist’s Report and where practicable, consider retention of several existing trees within the streetscape to partially retain the existing character and shade until replacement street trees can develop to provide this.
- In designing the streetscape upgrade consider the maturity of the species and a lifespan of 50+ years and create an appropriate growing environment, space for root growth and for canopy development.
- Consider use of the road carriageway for tree planting, to avoid powerlines, shop fronts and verandahs.
- Select a street tree species that will create shade in summer and allow sun in winter, but will not create the current level of leaf litter.
- Ensure the commitment to an appropriate maintenance regime for the streetscape- watering, pruning and additional leaf collection during autumn periods.
- Ensure pavement surfaces around tree planting areas are non-slip.
The trees at either side of the pedestrian crossing points need to be reviewed to ensure sight lines for motorists and pedestrians are clear.

Majority of Nicholson Street lined with the deciduous tree species of Red Oak.

Lack of vegetation through this part of the streetscape. Possible low planter beds with shrub and narrow feature trees.

Narrow deciduous trees have been planted along Nicholson street where there is limited walkway width.

Existing 'Christmas' Tree located on Tarra Street.

Tree roots are exposed causing trip hazards through the streetscape.

Oriental Feature planting within roundabout, marks the entry/arrival to Nicholson Street Town Centre.

Eucalyptus dominate Nicholson Street north, marking a change in the streetscape character.

Raised brick caused from heaving tree roots.

Loose gravel a potential slip hazard.

No existing trees through this part of the street. Free from shop front verandas. Possible tree planting to enhance the streetscape.

Deciduous species (Catalpa C.bignonioides) at feature crossing points needs to be reviewed. Condition varies throughout the street.

Deciduous species (Catalpa C.bignonioides) at feature crossing points needs to be reviewed. Condition varies throughout the street.

This area of the streetscape has no trees present. A good opportunity to fill in these areas and create a strong avenue of trees along both sides of Nicholson street.

The street trees in this area have grown over the shop front veranda, limiting the visibility of the shop names and impacting the growth of the tree.

No existing trees through this part of the street. Free from shop front verandas. Possible tree planting to enhance the streetscape.

Lost back caused from heaving tree roots.
The trees at either side of the pedestrian crossing point need to be reviewed to ensure sight-line for motorists and pedestrians are clear.

Majority of Nicholson Street is lined with the deciduous tree species of Red Oak.

Lack of vegetation through this part of the streetscape. Possible low planter beds with shrub and narrow feature trees.

Narrow deciduous trees have been planted along Nicholson street where there is limited walkway width.

Existing 'Christmas' Tree located on Tarra Street.

Tree roots are exposed causing trip hazards through the streetscape.

Oriental Feature planting within roundabout, marks the entry / arrival to Nicholson Street Town Centre.

Eucalyptus dominate Nicholson Street north, marking a chance in the streetscape character.

Raised brick caused from heaving tree roots.

Loose gravel a potential slip hazard.

No existing trees through this part of the street. Free from shop front verandas. Possible tree planting to enhance the streetscape.

Deciduous species (Catalpa C.bignonioides) at feature crossing points needs to be reviewed. Condition varies throughout the street.

Deciduous species (Catalpa C.bignonioides). This species is generally in poor condition.

This area of the streetscape has no trees present. A good opportunity to fill these areas and create a strong avenue of trees along both sides of Nicholson street.

The street trees in this area have grown over the shop front verandas, limiting the visibility of the shop names and impacting the growth of the trees.

Street Elevation:

This area of the streetscape has no trees present. A good opportunity to fill these areas and create a strong avenue of trees along both sides of Nicholson street.

The street trees in this area have grown over the shop front verandas, limiting the visibility of the shop names and impacting the growth of the trees.

Street Elevation:
3.4 MOBILITY AND ACCESS

Existing Conditions

A key project driver is the need to deliver a safe, accessible, and friendly streetscape for all ages and improve mobility and access within Nicholson Street. Currently mobility and access are affected by a number of compounding issues including:

- pre-existing cross fall across the street and footpaths,
- uneven paving surfaces,
- slip and trip hazards within the street,
- the width of existing street crossings for pedestrians,

While these issues represent a potential hazard for all people of all ages, it has become a key issue for the high population of older people living in Orbost.

Currently the study areas has only one designated signalised (flashing amber light) Zebra crossing. There are several other crossing points at intersection locations and the major pedestrian movements have been indicated on Figure 5-Mobility and Movement.

There are four key locations where pedestrians cross Nicholson St (Refer Figure 5):

1) McLeod /Ruskin and Nicholson St

The analysis and consultation highlighted this intersection as presenting 2 key issues:

- poor sightlines from cars in McLeod St, turning either left or right into Nicholson St
- the width of the crossing the road (from footpath to footpath)

This location requires an upgrade as part of the improvement works. Opportunities include:

- improving sightlines through design to improve driver visibility
- investigating the introduction of pedestrian refuges in the middle of the streets
- investigating the introduction of a roundabout (as mentioned in the community consultation)

2) Existing Zebra Crossing

The analysis and consultation highlighted this intersection as presenting several issues:

- trees braches currently block the existing signals,
- pavements on the eastern approach to the crossing are sloping and the bricks have lifted creating a trip hazard,
- drivers sometimes do not stop at the crossing for pedestrians- as there is uncertainty as to right-of-way,

This crossing requires an upgrade as part of the improvement works. Opportunities include:

- improving sightlines through design to improve driver visibility,
- consideration of full signalisation at the crossing point,
- paving and streetscape upgrade to improve the crossing,

3) Wolsley St, Tarra St and Nicholson St,

Aside from the signalised crossing this is the next most used crossing point where pedestrians traverse between the Newsagent and Commonwealth Bank on the east side and the Pharmacy and active retail shops on the west side. Upgrades at this intersection would improve safety and accessibility and may include:

- introduce mid-crossing pedestrian refuges,
- subject to traffic engineering advice, narrowing of the road pavement at the intersection corners,
- improvement of the paved approaches to the pedestrian crossing,
4) Existing roundabout at Salisbury Street

Relatively easy to cross here, due to the flat grade and pedestrian refuges in the centre of the road. It was commented during consultation that the height of the planting in the roundabout was often too high and required a more appropriate low species, or regular pruning and that cars sometimes did not give way to pedestrian when crossing.

What the community said…………..

A number of areas were highlighted as a concern for pedestrians crossing the street, these included:

- The intersection of McLeod and Ruskin Street adjoining Nicholson Street to improve sightlines for motorist due to existing parallel parks cars and safety for pedestrians when crossing due to the wide road widths.
- The intersection of Tarra and Wodeley Street adjoining Nicholson Street and lack of existing pram crossing. Review and proposal of a new safe and pedestrian friendly access across the street is needed. It was noted during the consultation, that this is a logical crossing point.
- Review of the crossing across Nicholson Street to the Marshals Hotel. There is an existing crossing with centre pedestrian refuge, but cars sometimes do not see pedestrians as they are travelling though at speed or sightlines are blocked by planting.

3.5 GENERAL

There are many seating opportunities within the streetscape however many of these are aging, damaged and some are beyond repair, particularly where the adjacent trees have either heaved the paving or damaged planter boxes.

General observations

- Some of the seating is very well used-ie outside of the Chooky’s (particularly young people)
- Some of the seating is poorly located and underutilised
- Private seating provided by the café and bakery seating, was the most frequently used
- Some of the seating is damaged and is therefore not used ie. adjacent to the pedestrian crossing

Opportunities and Design Response

- The two laneways of Lind Lane and Lawson Street provide a great opportunity to provide extra usable public amenity for pedestrians. Shade, seating, and art could be proposed in these areas to promote usage.

Parking:

As with many “Main Streets” there is a perception of insufficient car parking. While it may be more difficult to find a car parking space during the peak holiday periods and Saturday mornings, there appears to be sufficient car parking within Nicholson Street commercial area to cater for people wishing to park conveniently in the centre of town.

There are issues however surrounding:

- Location and number of disabled access parking bays,
- Convenient Caravan and RV parking and appropriate signage indicating where to park,
- Management of parking generally- line-marking, signposting and enforcement,
- Possible need for additional loading bays and short-stay parking within Nicholson St.

What the community said…………..

- There is a perception of limited parking for traders, locals, and visitors on Nicholson Street
- More signage needs to be implemented to give drivers information on available parking locations in town close to Nicholson St.
- Review of existing disabled parking bays should be undertaken and reflected in the new streetscape design to ensure enough bays are allocated in the right location.
- A suggestion of angled parking was raised to provide more parking to Nicholson Street. However due to scope of works, to likely cost and Nicholson St being a VicRoads managed road, this was deemed new project beyond the scope of this study.
Iconic landmark of the Orbost Club Hotel. This marks the start of the main strip of shops in Orbost.

Existing 'Christmas' Tree located on Tarra Street. Each year there is a gathering around Christmas times and is covered with lights.

Iconic landmark of the Marshals Commonwealth Hotel marking the corner of the street.

Orbost War Memorial. Another landmark for Nicholson Street. Anzac day services are held around the round about each year.

Possible future pedestrian crossing point for Nicholson Street. To activate corners of the street and usable open space.

The trees at either side of this pedestrian crossing point need to be reviewed to ensure sight line for motorists and pedestrians is clear.

Figure 5 - Mobility and Access
04 COMMUNITY CONSULTATION FEEDBACK

Summary from Open Street Consultation Session

Open Community Consultation images, positioned at the main pedestrian crossing, talking to locals about the future upgrade works.
This location was noted by the public as a risk for pedestrians to cross safely. The information below was collected at the Open Community Consultation session on Nicholson Street. The local community and visitors were welcome to propose their ideas and discuss what they like, dislike, and want in the future upgrade works to Nicholson Street.

**MAJOR AREAS OF IMPROVEMENT**

1. **CROSSING OPPORTUNITY**

   This area was noted as a safety concern from pedestrians and motorists, due to interrupted sightliness from Mcleod Street turning onto Nicholson Street due to the existing parallel parking.

2. **CROSSING ENHANCEMENT**

   This area was noted as a safety concern from pedestrians and motorists, due to interrupted sightliness from Mcleod Street turning onto Nicholson Street due to the existing parallel parking.

3. **PUBLIC AMENITY**

   These lanes were noted as key possibilities for future upgrade to provide new and inviting spaces for the public to use and spend time in.

4. **PARKING**

   These areas have the potential for future parking upgrades.
05 **PROJECT OBJECTIVES**

**PROJECT BRIEF FOR THE CONCEPT DESIGN:**

The analysis and community consultation confirmed that the upgrade works for Nicholson Street need to encompass the following:

1. A new pavement system that is considered:
   - Non slip
   - Minimises the risk of trips and falls
   - Attractive,
   - Hard wearing and easy to maintain, repair and replace.

2. An approach to minimising the grade change within the streetscape to make:
   - the footpaths and crossings safer.
   - Generally more accessible and pedestrian friendly.
   - Improve access from parking bays to footprint.

3. A new or modified street tree strategy for Nicholson Street, that provides:
   - amenity shade and sun opportunities
   - identity and character
   - Gives due consideration to on-going maintenance.
   - Adequate space for trees to grow and mature.

4. The upgrade to pavements and addressing the grade and cross fall will, incorporate the need for:
   - Ramps
   - Retaining walls
   - Some steps within the streetscape.

5. Within the upgrades to pavements, and the replacement of exiting retaining systems, there are opportunities to create spaces or people to: sit, rest, eat socialise, and engage in a way that is safer and more comfortable.

6. In achieving this we will create a streetscape that is a place for locals to spend more time, that encourages more tourists to stop and stay and in turn encourages more spending and investment within Nicholson Street and Orbost.

In addressing this we will implement current, best practice and establish a streetscape that is sustainable, memorable, enduring and authentic.

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**What makes a great streetscape?**

A place to ........

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**What Characterises Orbost?**

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**Streetscape Vision:**

- Local Identity
- Authentic Character
- Functional Implementation
- Accessible Useable
- Feasible Implementation
- Ease of maintenance
- Sustainable Memorable
- Robust
- Enduring Streetscape
APPENDIX

A   Community Consultation Notes
Orbost Beautification Group Document
Infrastructure Design Manual
Orbost District Community Plan 2010-2020
Age Friendly Community - Audit Tool
Community Engagement Policy - EGSC
Footpath Trading Procedure - EGSC
Footpath Trading Policy - EGSC
Orbost Age Friendly Town Scoping Paper
Orbost Mobility Map
Making Orbost and Marlo more walkable, legible, liveable.
Australian Standards
### Reference Group Meeting:

**Landscape Discussion**
- Formal: two compliant, low contrast, future planting, with potential for foreshore involvement (if fast track needed)
- Tree: character and identity of trees
- Existing: tree garden design, incorporating the streetscape
- Use: flowering species in the garden design
- New tree planting: new tree planting to reflect the streetscape design
- Introduce: new tree species into the streetscape
- Trees: character and identity

**Pedestrian / Access Difficulties**
- Wayfinding: signage needs to be improved around the streetscape
- kerbs: in regards to some areas that may be a hazard
- Disabled: we should look at the possibility of funding to change kerbs

**Parking**
- Loss of car parking
- Pedestrian: parking areas that were not sustainable
- Existing: car parking spots

**Overall**
- Tree character and identity
- Walkability: pedestrian access
- Maintenance: maintenance
- Tree: existing trees
- Use: flowering species in the garden design
- Existing: tree garden design
- Use: flowering species in the garden design
- New: new tree planting
- Introduce: new tree planting

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<table>
<thead>
<tr>
<th>Issues Discussed</th>
<th>Solutions Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian / Access Difficulties</td>
<td>Wayfinding signage needs to be improved around the streetscape.</td>
</tr>
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<td>Parking</td>
<td>Loss of car parking</td>
</tr>
<tr>
<td>Landscape Discussion</td>
<td>Introduce new tree planting and signage.</td>
</tr>
</tbody>
</table>

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### Traders Breakfast

**Landscape Discussion**
- Formal: tree planting along foreshore and signage
- Access: strip is an issue
- Maintenance: trees need to be given more priority.

**Parking**
- Loss of car parking
- Provide additional parking spaces.

**Pedestrian / Access Difficulties**
- Notice board upgrade is needed, including signage for people waiting for someone in the store.
- More spaces needed for the youth to congregate.
- Have a reorientation of parking.

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</tr>
<tr>
<td>Landscape Discussion</td>
<td>Formal: tree planting along the foreshore and signage.</td>
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</tbody>
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### Additional Information

- The issue was raised about the overall scope of the project: how to take Nicholson Street from the Forest Park to the main streets through the Forest Park and into the Nicholson Street.
- Art and culture from forest planting beds provide softening and colour in the streetscape.
- Implementing a new tree planting scheme that takes into account the streetscape design.

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<tr>
<th>Issues Discussed</th>
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<tr>
<td>Additional</td>
<td>Implementing a new tree planting scheme that takes into account the streetscape design.</td>
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<tr>
<td>Landscape Discussion</td>
<td>Trees are blocking shop frontages and signage.</td>
</tr>
<tr>
<td>Parking</td>
<td>Loss of car parking</td>
</tr>
</tbody>
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### Further Information

- Art and culture from forest planting beds provide softening and colour in the streetscape.
- Provide additional parking spaces.
- Notice board upgrade is needed, including signage for people waiting for someone in the store.

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<td>Additional</td>
<td>Provide additional parking spaces.</td>
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</table>
### Open Community Consultation Session:

<table>
<thead>
<tr>
<th>Topic</th>
<th>What They Like and Want Retained</th>
<th>Opportunity</th>
<th>External Design Response</th>
</tr>
</thead>
</table>
| **Landscape**        | • It was mentioned that the existing roundabout in front of the war memorials is often overgrown and is affecting sightlines through the street for drivers.  
• Significant root damage from the trees and the trip hazard it has on pedestrians.  
• People like the trees but not the hazard of falling leaves and heaving roots along the footpaths.  
• The trees were understood to have been planted in 1984.  
• Creative, colourful, and diversity of understory planters throughout the streetscape.  
• Japanese Maples and Jacaranda trees were suggested as possible replacement trees.  
• Sustainable gardening throughout the streetscape, rain gardens as an option instead of planters. Also signage of species to educate the community.  
• Utilise storm water runoff in the streetscape design.  
|                      | • Introduce a new street tree planting scheme that takes into account the current identity of the town and implementing that into the new streetscape design of Nicholson Street.  
| **Parking**          | • Caravan parking needs more attention to let people know there is room down Clarke Street. With a dumbing of rubbish and sewage also available nearby on Forest Road.  
• Could there be caravan parking in closer proximity to the town? Possibly McLeod Street.  
|                      | • Provide additional parking where possible and in appropriate locations in relation to the new layout of the streetscape design of Nicholson Street.  
| **Pedestrian Access difficulties** | • Slippery red pavers have caused pedestrians to fall throughout the street.  
• Review specific seating arrangements outside shop fronts to understand minimum offsets and provide sufficient seating ideally undercover for patrons.  
• Corner of Wolseley Street and Nicholson Street is a problem to cross for pedestrians. There is no designated crossing at the point and is used frequently by the public.  
• Crossing McLeod Street along Nicholson Street is difficult as there is centre parking along McLeod Street which is blocking view lines to see oncoming traffic. Due to the large road widths it makes it difficult to cross one go. This area has been raised as an issue for pedestrians.  
|                      | • The red pavement around the Marshals Pub to be retained, the public want the heritage to be preserved.  
• Colourful and bold footpath treatments to highlight crossings and pedestrian zones throughout the streetscape.  
• More sufficient outdoor seating at various points throughout the streetscape.  
• Seating with shade and shelter to allow seating in all weather conditions.  
• Update the notice board in Lawson Street laneway to provide a more usable platform to promote local town events and advertise information.  
• Upgrade the space around the existing bus stop in Wolseley Street. With better protection from the wind rain and sun.  
|                      | • To provide safe and usable spaces for pedestrians to sit and relax throughout the streetscape.  
| **Other**            | • Signage needs to be addressed and improved to welcome you as you approach the main street. Also more prominent signage at both entry points off the Friesos Highway letting you know this possibility to the town.  
|                      | • Notify the current wayfinding consultants to review signage of existing caravan and car parking spaces throughout the town.  

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Wednesday 20 April 2016