



GLEN INNES SEVERN COUNCIL CBD Master Plan

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Plan attached.

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Glen Innes CBD Master Plan

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Prepared for:

Glen Innes Severn Council

Prepared by:

King + Campbell

1st Floor, Colonial Arcade

25-27 Hay Street

Port Macquarie

PO Box 243

Port Macquarie 2444

Ph: (02) 6586 2666

Fax: (02) 6583 4064

info@kingcampbell.com.au

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EXECUTIVE SUMMARY

In December 2009, King & Campbell were engaged by Glen Innes Severn Council to prepare a Master Plan for Glen Innes CBD. The purpose of this Master Plan is to provide a framework to guide the future development of the CBD over a 20 year timeframe.

Community Involvement

This Master Plan has evolved out of a detailed community involvement programme. A key component of this community involvement to-date has been an open day forum in the Town Hall in Grey Street for a 2-day period. In addition, the Consultant Team liaised directly with Councillors, Council Officers and key stakeholders at the outset of the project and during the development of design solutions.

Over sixty (60) people participated in the Open Day Forum. Forty-one (41) completed feedback forms were received, all of which stated that they were generally happy with the preliminary design ideas put forward. The Master Plan proposals contained in this report are fundamentally the same as the preliminary design ideas. However, a number of minor (but nevertheless important) modifications to the Master Plan have resulted from the Community Consultation process.

Master Plan Proposals

The Master Plan proposals have been derived from careful site analysis and the confirmation and adjustment of design concepts through the community consultation process. This section should be read in conjunction with the attached Master Plans (Exhibits 1 to 6 inclusive).

Approaches to the Study Area

It is proposed that the lack of signage indicating the location of the centre of the town be rectified by the installation of four (4) directional signs on the highway approaches to the CBD.

Traffic and Parking

It is generally considered that traffic volumes are moderate and traffic circulation within the town centre does not constitute a major issue.

The Master Plan includes proposals to enhance the mid block crossing in Grey Street, between Wentworth Street and Bourke Street and create a shared space/ Town Square in Grey Street, between Wentworth Street and Meade Street.

Modifications are proposed for a number of intersections to improve pedestrian safety and legibility for all users generally.

The centre parking format in Grey Street is not proposed to be changed. However, the

configuration of car parking is proposed to be modified to allow for street tree planting. This will result in approximately 21 car spaces being lost in Grey Street, between Bourke Street and Meade Street. This on-street parking loss is proposed to be compensated by providing additional off-street car parking opportunity and encouraging retailers to park in off-street locations.

Pedestrian Circulation and Public Transport

It is proposed to improve pedestrian crossing safety by modifying pedestrian approaches to roundabouts and providing crossings at an enhanced mid block crossing and new civic shared space in Grey Street.

All new works are recommended to adhere as much as possible to Australian Standards for mobility and visually impaired people.

Main Street Amenity

Key proposals to improve the amenity of the main street include the creation of a central civic shared space outside the Town Hall, planting street trees down the centre of the road and the provision of new improved lighting. These proposed works have been configured so as not to unduly impact on visual access to significant heritage buildings and awning advertising signage.

Town Square – A Shared Space

A large Town Square is provided outside the Town Hall and celebrates the centre of town. This space will provide for a range of pedestrian and civic functions. Traffic is permitted to pass through the square during its normal operations, albeit at very low traffic speeds.

East Avenue Redevelopment Opportunity

It is considered that this area of the CBD, with its very desirable frontage to open space, constitutes good future redevelopment opportunity. The Master Plan proposes undergrounding existing power lines, narrowing the road pavement on East Avenue, planting small to medium street trees, angle parking to increase on-street car parking capacity and introducing built form and landscaping planning requirements, as a means of enhancing streetscape and street frontage and encouraging future development.

Signage

In addition to the signage recommended on the approaches to the CBD, simple and legible directional signage indicating the location of off-street car parking areas and open space rest opportunities for visitors are recommended to be located on the approaches to key decision points, particularly vehicle intersections.

The existence of limited undesirable above awning advertising signage in the main street is

recommended to be removed and strongly discouraged in the future.

Large Format Retail Development

A zone is recommended in the CBD outside of which future large format development not be permitted. This recommendation recognises the potential threat such development can have in relation to the ongoing viability of existing business in and maintaining the overall integrity of the CBD.

Lighting

Significant improvements to lighting are proposed as part of the Master Plan. It is envisaged that new twin arm lights be installed down the centre of the road within the centre car parking areas. The light standard proposed will also provide for banners and flood lighting of the building facades.

Improved lighting is also recommended in relation to pedestrian lane access to Grey Street, particularly where additional off-street car parking areas are being provided.

Street Furniture and Pavements

The Master Plan recommends a new seat form incorporating painted mild steel seat ends and Australian hardwood timber components. The seating proposed is simple in form such as to be able to be manufactured locally. The seats will also provide an opportunity for public art.

The timber slated wheelie bin enclosures existing in the CBD are recommended to be used in future works.

Due to the large number of existing bollards and their acceptable aesthetic, an alternative to this standard is not recommended.

The Master Plan proposes the use of Permeable Pavement which allows for the penetration of water and air to the roots of growing trees. The proposed limited use of permeable paving and structural soils in the centre of Grey Street will provide an appropriate tree root growing environment for the large street trees proposed whilst allowing car parking over. This will reduce the amount of on-street car parking spaces that will be lost as a result of tree planting;

It is proposed that existing bitumen pavements associated with the centre and parallel parking areas in Grey Street, between Wentworth and Meade Streets, be rehabilitated, including the application of a new asphaltic concrete seal.

Tree Planting and Ground Plane Planting

Super advanced street tree planting in the centre of streets in the CBD area is proposed initially in Grey Street between Meade and Wentworth Streets. However, this planting program should be extended into adjoining streets in the latter stages of the implementation program for the Master Plan of the CBD. Street tree planting is not recommended on

the edges of the streets where greater potential of blocking visual access to heritage building facades and advertising signage exists. The street tree proposed for Grey Street is Claret ash.

Street tree planting within the verge is recommended on the approaches to the CBD on Ferguson and Bourke Streets.

Small to medium street trees are recommended for East Avenue in lieu of power lines which are proposed to be relocated underground.

Opportunities for Public Art and Local Employment

Public art and local employment are seen as integral components of the upgrading of Glen Innes CBD. Effectively implemented public art and the use of local labour engender ownership, pride and sense of place.

Opportunities exist for public art within the roundabouts, on public furniture, with the installation of banners, within the existing footpaths and as part of proposed signage. The Master Plan encourages the continuation of the Celtic theme in this public art.

Services

The Master Plan has considered existing and future services. Provision has been made for the future location of underground electrical services in the centre of the street, including the location of pad mount substations. Existing stormwater infrastructure will need to be extended in conjunction with new works in Grey Street. An existing water main in the centre of Grey Street will likely need to be protected as part of the proposed new street planting.

Crime Prevention

The consultants have been mindful of the need to minimise the opportunity for crime through the application of the principals of Crime Prevention Through Environmental Design (CPTED). These principles include suitable lighting, appropriate plantings and maintenance of sightlines and awareness of concealment opportunities.

Sustainability

A number of the initiatives proposed in the Master Plan are directly consistent with sustainability principles, including the use of permeable paving, the use of street trees which require modest levels of maintenance, the use of locally sourced Australian hardwoods in street furniture manufacture, the use of local labour in the manufacture of street furniture items and the promotion of public art using local artists and artisans.

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Section 1

Introduction

1.1 Preamble

In December 2009, King & Campbell were engaged by Glen Innes Severn Council to prepare a CBD Master Plan.

The purpose of the Master Plan is to provide a framework to guide the future development of the CBD over a twenty (20) year timeframe.

1.2 Project Scope of Works

The requirements of the CBD Master Plan were stipulated in the briefing document to Consultants at the outset of the project. The CBD Master Plan is required to consider the following issues:

- *Importance of the CBD as the heart of the community, taking into consideration the importance of maintaining business establishments in Grey Street;*
- *Delivery of a high level of amenity throughout the CBD with the inclusion of landscaping which will compliment the heritage significance of the Grey Street Precinct;*
- *Usage of the East Avenue to its full advantage, including future development such as a combination of commercial / residential development. Furthering the concept that "Our Parks are our Beach".*
- *Public spaces as civic focal points with particular attention to the concept of a public square in front of the Town Hall;*
- *The linking of the CBD with the New England and Gwydir Highways;*
- *Encouragement of development of Grey Street businesses and behind premises on the western side of Grey Street;*
- *Vehicular linkages as CBD traffic flows;*
- *Facilitate people movement within the CBD, particularly in regard to mobility and access;*
- *Tree preservation within the CBD; and*
- *Inclusion of public art.*

The role of this Consultancy is to:

1. Develop an innovative CBD Master Plan for the study area which responds to the community's vision and objectives and the above issues; and
2. Develop a strategy for project implementation, being mindful of Council budgetary requirements.

1.3 The Consultant Team

The Consultant Team for this project comprises:

King & Campbell - Project Management
- Master Planning
- Community Consultation

TTM Consulting - Traffic Engineering Advice

The Consultant Team also wish to acknowledge the significant contributions made in the preparation of this Master Plan by members of the Community, Councillors and Council staff. With respect to the latter, we wish to especially acknowledge the contribution of Mr Graham Price, Council's Director of Development and Environmental Services.

1.4 Study Area

The study area for the Master Plan, as illustrated on Exhibit 1, is Church Street between Lang and Ferguson Streets, Ferguson Street between Church Street and East Avenue, East Avenue between Ferguson and Wentworth Streets and Lang Street between King George Oval and Church Street. The study is also to consider influences and connections between the Master Plan area and Glen Innes generally. These include vehicular, pedestrian and bicycle circulation, parking and connections to the linear park system between West Avenue and East Avenue.

1.5 Broad Study Process

The project involved the following broad stages:

Site Analysis

At the project outset an analysis of all relevant existing conditions and issues within the study area was undertaken in order to identify development opportunities and constraints. This site analysis involved:

- A physical overview of the study area, including a photographic survey;
- Assessment of existing urban form, streetscape and details; and
- A review of relevant background information and studies.

Preparation of Preliminary Concept Design Ideas

A number of preliminary concept design ideas were developed for the study area. The intention of this work was to stimulate discussions with the community and stakeholders during the initial Community Consultation phase of the project.

The preliminary concept design ideas that were developed as part of this project phase are contained in **Appendix A**.

Community Consultation

The success of urban design projects of this nature is as much dependent on the successful and coordinated involvement of the local community as it is on the quality of the design itself. This is imperative not only from the perspective of fostering community ownership of the scheme, but also in terms of encouraging the Council and the community to financially support the works proposal.

The key component of the community consultation phase of the project, up to the preparation of the Draft Master Plan, has been the "Open Day Forum". For a period of two (2) days, preliminary concept design idea drawings were displayed in the "Town Hall", a Glen Innes landmark building located centrally in the Glen Innes Central Business District (CBD). Project Consultants were on hand to explain the various ideas put forward and to listen and record community views and alternative ideas.

The results of the community consultation phase of the project are presented in Section 2 of this report.

Preparation of Draft Master Plan

Following the presentation of the preliminary concept design ideas to the general public, stakeholders and special interest groups, feedback forms were collated and assessed. Significant issues were highlighted and considered and a Draft CBD Master Plan then developed. The Draft CBD Master Plan is detailed in Section 3 of this report.

1.6 Precinct Studies and Documents

A number of previous studies and documents are relevant to this project. These documents, which have been reviewed by the Consultant Team, include;

- Glen Innes Severn Draft Land Use Strategy February 2009;
- Glen Innes Severn Economic Development Strategy 2008-10;
- Glen Innes Severn Open Spaces Management Plan 2009-19;
- Draft Glen Innes Severn Tourism Marketing Plan 2009-19;
- Glen Innes Severn 10 year Strategic Plan for Community Services 2008-18;

As well as the above documents, the Consultant Teams also reviewed documentation revealing the history of Glen Innes. It is not the role of this Master Plan to re-record the history of Glen Innes which is well documented. However, in very brief terms, particular aspects of Glen Innes' history, which make it unique, include:

- Glen Innes is the home of the Ngorabul People; and
- It was settled in the late 1830's by a Scotsman Archibald Boyd who was guided into the district by two assigned convicts, Chandler and Duval (The Beardies).

Today the Celtic origins of the settlement of Glen Innes and the Beardies are celebrated in festivals and landmarks that are recognised across New South Wales, and nationally. These festivals and landmarks include:

- Celtic Festival;
- Beardies Festival; and
- The Australian Standing Stones.

Section 2

Community Consultation

2.1 Preamble

The local community can provide a valuable base for the assessment of the needs, function and character of a Town Centre. The community can also provide the consultant team with important information on local processes, community dynamics and historically or culturally significant events and traditions which would not ordinarily be revealed through field studies and document review alone.

Consultation with the people who live, work and visit the Glen Innes CBD, therefore, has been adopted as a fundamental requisite of this study.

2.2 Community Consultation Process

Prior to the finalisation and public exhibition of a Draft Master Plan, community involvement in the Master planning process was sought, via direct meetings and an open day forum. Business traders, property owners, shoppers, special interest groups and residents were invited to participate, through notification in the local newspaper, direct mail, radio broadcast and word of mouth. Project consultants encouraged people to view a range of design ideas for the study area during a two (2) day "Open Day Forum" in the Town Hall, a prominent landmark building in Grey Street, and provide feedback through a feedback form and/or informal comment.

The feedback from this first phase of community involvement was used to develop a Draft Master Plan for the study area, as described in Section 3 of this report.

Facilitation of community comment on the Draft Master Plan will constitute the second phase of community involvement for this project.

Open Day Forum

The venue for the Open Day Forum was in the "Town Hall" in Grey Street, Glen Innes. The Open Day Forum was conducted on 8 and 9 February 2010. The Consultant Team, operated the Open Day Forum.

The Forum was open to the public between the hours of 12 noon to 7pm on Monday 8 February 2010, and 12 noon to 5pm on Tuesday 9 February 2010. The extension of the shopfront operation to 7pm on Monday night was instigated to solicit as wide and effective response as possible from the local community.

Preliminary concept design ideas for the study area were on display in

the Town Hall as part of the Open Day Forum. These are contained in **Appendix A** of this report. During the hours of operation, personnel from the Consultant Team were on hand to explain design concepts, answer questions and receive comments.

Feedback Form

A feedback form was developed to assist with collating of feedback from the Open Day Forum. The feedback form asked respondents to record their background and comments on the design ideas on display in the Forum. The feedback form also requested that other additional or alternative ideas be listed for the consultant's consideration.

A copy of the feedback form is included in **Appendix B** of this report.

2.3 Initial Meeting with Stakeholders and Council

On the 20 January 2010, at the outset of the project, David Tooby from the Consultant Team visited Glen Innes for the purposes of gaining an appreciation of the Study Area and community aspirations for its future development.

A meeting with Councillors and Council staff was conducted in the morning followed by a meeting with key community stakeholders.

Participants at these meetings were as follows:

- Hein Basson, General Manager, Glen Innes Severn Council;
- Graham Price, Director Development & Environmental Services, Glen Innes Severn Council;
- Vanessa Menzie, Director of Engineering Services, Glen Innes Severn Council;
- Lotta Jackson, Director of Corporate & Community Services, Glen Innes Severn Council;
- Tamai Davidson, Senior Town Planner, Glen Innes Severn Council;
- Councillor Steve Toms, Mayor, Glen Innes Severn Council;
- Councillor Col Price, Deputy Mayor, Glen Innes Severn Council;
- Councillors Dan Raymond and Malcolm Schumacher, Councillor Representatives Open Space Committee;
- Jorgen La Cour, Retired Engineer and Advocate for Town Square Concept;
- Howard Eastwood, Past Chair of Celtic Festival Committee and Economic Development Committee Advocate for a CBD Master Plan;
- Nola Taylor, Local Advocate for heritage matters;
- Pat Lonergan, Secretary Manager Glen Innes Severn Tourist

Association;

- Nicole Schafer, Local Business Advocate;
- David Tooby, King & Campbell, Consultant Team Representative.

Following these meetings, the Consultant Team representative also met on site with Council Staff to discuss specific issues.

These meetings were instrumental in the setting of design objectives, and in the subsequent evolution of specific design proposals.

Meeting minutes from 20 January 2010 are included in Appendix C.

2.4 Open Day Forum

Over sixty (60) people came through the Open Day Forum over the two (2) days of its operation and had the preliminary design ideas explained to them by the Consultant Team.



Open Day Community Consultation

Feedback forms were distributed to people who visited the Open Day Forum. Forty-one (41) completed feedback forms were received. In the consultants' experience this is consistent with the typical response rate for community consultation of this nature. This indicates the communities general commitment to and pride in their town and their willingness to participate in, and contribute to, the shaping of their living, working and shopping environment.

Not all respondents indicated preferences and/or made comments on every issue listed in the questionnaire. Some respondents (for example) commented only on whether they were generally happy or unhappy with the proposals put forward. A small number of respondents did not feel comfortable in providing their name and address.

Summaries of the responses contained in the feedback forms are provided below. These summaries aim to be as objective as possible having regard for the nature and variance of response received.

Responses to Questions in the Feedback Form

1. Origin of Respondents

- Live in Glen Innes	35
- Live outside Glen Innes	6
- Shop owner in Glen Innes	1
- Retailer/Business Operator in Glen Innes	12

Are you happy unhappy with preliminary ideas put forward during the forum?

- Happy 41 100% of respondents
- Unhappy 0 0% of respondents

2. Are there any specific ideas put forward on which you would like to comment?	No. of Respondents
Happy with the installation of trees	12
Keen for new lighting	6
Like the addition of pavers	3
Pleased that the street will not be closed off	3
Town Square – excellent concept	3
Pleased that there will be more parking behind shops	3
Would like to keep the existing lights	3
More attention to blind people at crossings ie. tactile tiles	2
Would like to see specific motor bike and push bike parking spaces	2
Would like to keep the existing central parking in the street	1
Would like to keep the main street heritage	1
Consider entrance gateways to Grey Street	1
Caution planting trees as the canopy may block the facades if not pruned regularly	1
Lights in the Main Street. Visibility/ industrial looking.	1
Pleased that you are retaining the Celtic theme	1
Pleased with the Wentworth Street sign	1
Would like to have more outdoor dining areas	1
Loss of car parking spaces could encourage people to go to the big supermarkets and close small shops in the town centre	1
Pleased with the low plantings at the roundabouts	1
Need to address the matter of too much office space in CBD and not enough retail	1

3. Have you any alternative ideas that you think could be incorporated into the Master Plan?	No. of Respondents
Instal surveillance cameras	3
Better access/direction to parking areas off Grey Street.	3
Should revisit Woolworths – Grey Street traffic flow (entry/exit)	2
Use more Australian themed design – not just Celtic.	1
Remove bollards at roundabouts and replace with metal cutout – celtic symbols, as in Ingleburn.	1
Involve the "Celtic Council" in discussions about design	1
Suggest Gingko tree be used	1
Need to discuss ways of encouraging community to use in the town space	1
Get rid of the bushes near the roundabouts	1
Need more room for access around chairs in outdoor cafes	1
Suggest the gardens under the trees be planted with bulbs ie. tulips and daffodils	1
Would like to see an ampitheatre in East Ave gardens	1
Consider pushing long vehicular traffic through to East Ave and direction help at Bourke/Grey intersection	1
Would like to see mandatory prominent street numbering	1
Would like to see roadside seating and signage on the "road side" rather than the "shop side".	1
Reduce the parking time from 1 & 2 hours to ½ and 1 hour with some ¼ hours parking in the Town Hall section	1

4. Do you have any comments on the effectiveness of this Community Consultation Forum?	No. of Respondents
Well done, appreciate community being able to have a chance for input before work starts.	22
Would like more people to see the plans and make comments	1
Would like to see the published results	1

5. Request for additional comments:	No. of Respondents
Suggested tree species: Quercus Ilex, Liquidamber; Acer ruber (no nandina), Pin oak	2
Claret Ash (not suitable) drop sticky flowers	2
Would like deciduous and evergreen trees	1

2.5 Consultation with Special Interest Groups

Consultations with people representing special interest groups were conducted during the Open Day Forum. This included representatives of Council's Access Committee, representatives of the Tourism Industry and retailers. Consultation with these special interest groups provided valuable input into the development of design proposals.

2.6 Modification to Master Plan Proposals as a Result of Community Consultation Process

A number of modifications to the Master Plan proposals have resulted from the community consultation process. These include:

- The relocation of signage on Church and Ferguson Streets indicating the direction of the main street of the CBD;
- Modification of entry signage design;
- The inclusion of bicycle and motor bike parking in the Master Plan;
- The relocation of a loading zone in the Town Square shared space, thereby reducing the loss of car parking in Grey Street, between Bourke and Meade Streets, by three (3) spaces;
- Confirmation of suitable tree species for street tree planting in Glen Innes;
- Identification of suitable street reconfiguration for East Street to encourage development fronting the park system to its west;
- Confirmation that the Boer War Memorial in the roundabout on the corner of Mead and Grey Streets cannot be relocated.

2.7 Success of Community Consultation Process

There is no doubting the success of the community consultation process as part of the preparation of the Master Plan. Feedback from shop owners, retailers and special interest groups, through the Open Day Forum operation particularly, has contributed to the positive development of design proposals. Whilst the core concept ideas put forward in the preliminary design idea plans attracted a very good response (100% of respondents from the Open Day operation generally happy with proposals put forward) and remain unchanged, a number of minor (but nevertheless important) modifications to the plans have resulted from the community consultation process. This has effectively made the Master Plan proposals more robust and in keeping with community expectations.

Section 3

Master Plan Recommendations

3.1 Preamble

Following site analysis and a careful review of the community and stakeholder response to the preliminary design ideas put forward as part of the Open Day Forum, the Consultant Team recommends improvements to traffic, pedestrian and bicycle circulation and safety, parking, lighting, signage, shade and general amenity and public art. Specific recommendations for each issue are listed below and illustrated on the attached plans at the end of this Section of the report.

3.2 Site Analysis

On-site analysis was conducted by the Consultant Team on 19 and 20 January 2010 and 7, 8, & 9 February 2010. The Consultant Team walked over the entire study area and undertook comprehensive photographic documentation.

Pertinent issues identified through the site analysis, as well as through community consultation, are discussed at the outset of each section of the Master Plan recommendations.

3.3 Master Plan Proposals

These Master Plan proposals have been derived from careful site analysis and the testing of preliminary concepts through the community consultation process. The recommendations hereunder should be read in conjunction with the attached Master Plans (Exhibits 1 to 6 inclusive).

3.3.1 Approaches to the Study Area

The Gwyder Highway and the New England Highway (via Ferguson and Church Streets) do not pass through the centre of Glen Innes CBD (Grey Street). It is quite common for visitors to the town to pass through Glen Innes without even knowing where Grey Street and the Central Business District is. As evidenced by the author's own experiences in coming to the town for the first time, and from information provided by the community through the consultation process, it is evident that there is a lack of signage which indicates the location of the centre of the town and/or encourages its visitation.

The Master Plan proposes four (4) directional signs on the highway approaches to the CBD. The sign locations are:

- Before Wentworth Street on the southern approach to the CBD from the New England Highway (ie Church Street);
- Before Bourke Street on the northern approach to the CBD from the New England Highway (ie Church Street); and
- Before Grey Street on the eastern approach to the CBD from the Gwyder Highway (ie. Ferguson Street).
- Before Grey Street, on the western approach to the CBD from the Gwyder Highway (ie Ferguson Street).

These signs should be visually prominent and utilise similar graphics to those employed in the recently implemented welcome signs to Glen Innes (sign design by Danthoria Designs). An illustration of a possible signage configuration to satisfy this purpose is included on the Master Plan drawings.

3.3.2 Traffic and Parking

Traffic Circulation and Pedestrian Crossing Conflict

Traffic information provided by Council in Grey Street, between Wentworth and Bourke Streets, indicated that traffic counts are in the order of 4,000 vehicles per day. This is consistent with on site observations. It is generally regarded that traffic volumes are moderate and circulation within the town centre does not constitute a major issue.

The five (5) major intersections along Grey Street within the study area are generally well served with existing roundabouts. However, as with the case of most roundabouts in busy centres, they tend to provide appropriate traffic function, but hinder pedestrian crossing movement. This places a greater reliance on pedestrian street crossing away from the intersections, including providing safe formal mid-block crossings. Pedestrian circulation is discussed further in Section 3.3.3.

As well as the roundabouts on Grey Street a number of intersections within the study area have also been identified as pedestrian conflict points. These intersections include:

- The intersection of Church and Bourke Streets – pedestrian function across the western side of Bourke Street (particularly) is considered dangerous, mainly due to the expansive pavement width and number of traffic lanes that need to be negotiated;
- The intersections of Meade and East Street and Bourke and East Street – these intersections provide for east-west traffic movement and effectively bisect a generally lineal north-south movement of pedestrians utilising the significant open spaces associated with Edwards Park, Anzac Park and Veness Park. The intersections are expansive and difficult for pedestrians to cross safely.

The Master Plan provides suggested improvements to the above listed intersections as follows:

- Intersection at Church and Bourke Streets – the Master Plan recommends the reduction of road pavement width by removing one (1) traffic egress lane from the western side of Bourke Street (from three lanes to two), providing pedestrian refuges in the centre of the road, and a kerb extension on the south western corner.
- Intersections of Meade Street and East Street and Bourke Street and East Street - it is recommended that the large expanse of road pavement be reduced by the introduction of pedestrian refuges and kerb extensions. It is also recommended that pedestrian crossing zones across East Avenue be delineated with a change of road paving. The combined effect of these measures is projected to reduce traffic speeds and pedestrian crossing time and increase safety generally.

Parking

On-street parking in the main streets within the study area is predominantly centre parking format. This parking format works well at present and is generally well accepted by the community. It is noted that centre parking is the most efficient on-street parking format, particularly in relation to maximising the number of car spaces. It is also a flexible parking arrangement allowing for vehicles to enter and egress spaces from two (2) directions. It is recommended that this parking format be retained.

The Master Plan recommends increased amenity in Grey Street, particularly in the core CBD area between Wentworth Street and Meade Street (refer to Section 3.3.4 - Main Street Amenity). To provide for this increased amenity, there will be a projected loss of on-street car parking capacity in the street section Bourke Street to Meade Street (from 97 existing to 76 proposed ie. 21 car spaces). No on-street car parking capacity is projected to be lost in Grey Street between Wentworth and Bourke Streets.

It is necessary to compensate for this loss of car parking by maximising the efficiency of on-street parking and providing better off-street parking opportunities. With respect to maximizing efficiency it is understood that at present there is anecdotal evidence of retailers parking in the main street and parking spaces being utilised for longer than the marked time period. This situation can be addressed through better communication with retailers and encouragement of a greater use of off-street car parking areas, and better policing of CBD parking by Council generally.

With respect to off-street parking opportunities, the Master Plan has identified a number of areas within the CBD which have the potential of providing increased off-street parking with pedestrian lane access to the main street. The following off-street parking opportunities have been identified: