

Merimbula Transport Study

Recommendations Report

80022047



Prepared for
Bega Valley Shire Council

30 November 2023



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1 Introduction

1.1 Transport Study Purpose

The Merimbula Transport Study is a key planning document for transport infrastructure prioritisation and implementation. The Study delivers and is a direct outcome of Action 8.1 of the Bega Valley Shire Local Strategic Planning Statement (LSPS), which identifies the need to develop a study that will inform a place-based plan for the Merimbula area that considers all modes of transport. It is intended to form part of the Shire-wide future transport strategy and also be key input to the Place Based Area plan for Merimbula.

A successful Transport Study is one that considers all transport needs of the community and visitors, now and in the future, and integrates with the great places that the Shire and the region offers.

The principal study area for the Transport Study is focused on the Merimbula central business district (CBD) and Fishpen Precinct. The assessment will consider the study area in the context of its surroundings, including connections to neighbouring towns and regional hubs.

1.2 Place-Based Approach

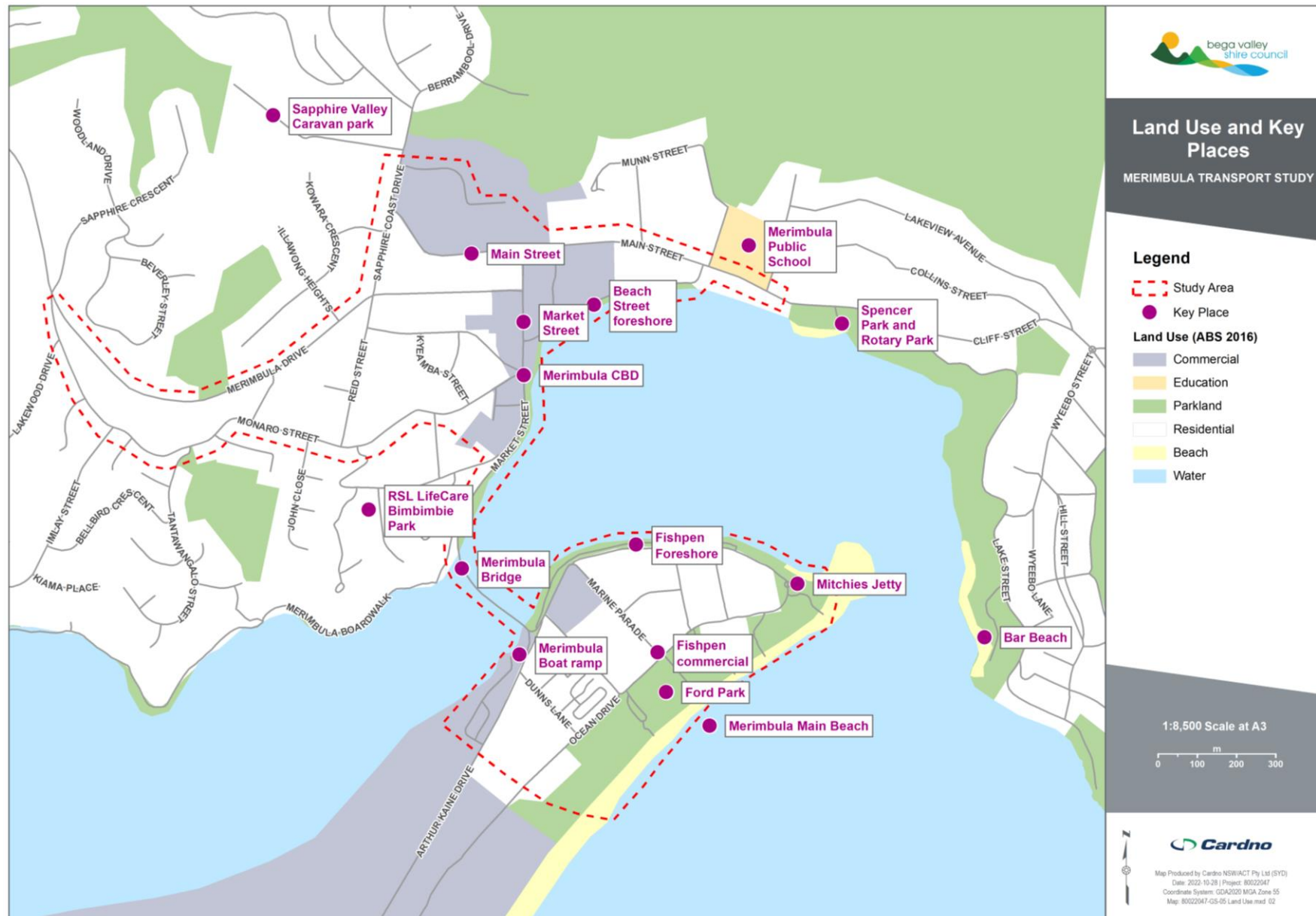
Places represent locations where people conduct any type of activities from working to resting. Places have some form of meaning to people including places of convenience, conducting business, socialising and deep histories and heritage. Place values are important to preserve and enhance as they reinforce belonging in the community. It is important to understand place as well as movement before considering changes to either as they are intrinsically linked. Key places within Merimbula are shown in **Figure 1-1**.

In partnership with the Government Architect NSW, Transport for NSW has developed the Practitioners Guide to Movement and Place for use on NSW Government projects. The objective of Movement and Place is to achieve roads and streets that:

- > Contribute to the network of public space within a location, where people can live healthy, productive lives, meet each other, interact, and go about their daily activities.
- > Are enhanced by transport and have the appropriate space allocation to move people and goods safely and efficiently, and connect places together.

Balancing movement and place recognises that trade-offs may be required to achieve a best fit for the objectives. The vision, objectives and evaluation criteria including the built environment indicators associated with Movement and Place are outlined in **Section 1.4**.

Figure 1-1 Key places



The application of the Movement and Place framework in the Merimbula Transport Study is outlined in **Table 1-1**. The Movement and Place approach Steps 2 to 5 are provided in the *Context Report*, and Step 1 and Step 6 are provided in the *Recommendations Report*.

Table 1-1 Place based Transport Study methodology

Step #	Movement and Place framework step	Aim
1	Establish the vision, objectives and evaluation criteria	A shared, place-based vision applied to the study area and incorporates the aspirations of relevant local and State government agencies as well as the people, communities, businesses, and other organisations connected with the place.
2	Understand place	The aim of this step is that Movement and Place practitioners and project stakeholders establish an evidence-based, shared understanding of the places that will be affected by the project or plan and can therefore better understand the implications of achieving the vision and objectives identified in Step 1, and identify existing gaps in performance.
3	Understand movement	The aim of this step is to understand how transport networks are integrated with land use and public space within the study area, and how they serve users' needs.
4	Overlay and discuss conflicts, issues, and opportunities	The aim of this step is to identify the issues and opportunities associated with achieving the vision and objectives, based on the evidence and understanding gained in the previous steps.
5	Develop options	The aim of this step is to develop a range of options for achieving the vision and objectives identified in Step 1, taking into account the issues and opportunities identified in Step 4 (together, defined as the 'problem').
6	Choose the preferred option/s.	The aim of this step is to identify and agree on a preferred option (or discrete set of options) that best address the issues and opportunities and achieve the vision and objectives.

Source: NSW Government, *Movement and Place practitioners Guide*

1.3 Stakeholder Consultation

The Merimbula Transport Study is informed by stakeholder engagement across a variety of platforms. The *Consultation Summary Report* provided in **Appendix A** contains the summary of all engagement activities and is provided in the *Context Report*. These outcomes were used to inform all steps in the Movement and Place process.

Stakeholder engagement activities undertaken for the Study are explained in **Table 1-2**.

Table 1-2 Stakeholder engagement activities

Movement and Place framework step	Consultation activities	Stakeholder groups involved
1. Establish the vision, objectives and evaluation criteria		
2. Understand place	<ul style="list-style-type: none"> Community consultation web portal 	<ul style="list-style-type: none"> Bega Valley Shire Council
3. Understand movement	<ul style="list-style-type: none"> Council staff web portal 	<ul style="list-style-type: none"> Transport for NSW
4. Overlay and discuss conflicts, issues, and opportunities	<ul style="list-style-type: none"> Stakeholder and community workshops. 	<ul style="list-style-type: none"> Community members Transport operators Chamber of Commerce.
5. Develop options		
6. Choose the preferred option/s.	Public exhibition.	<ul style="list-style-type: none"> Community.

1.4 Vision, Objectives and Evaluation Criteria

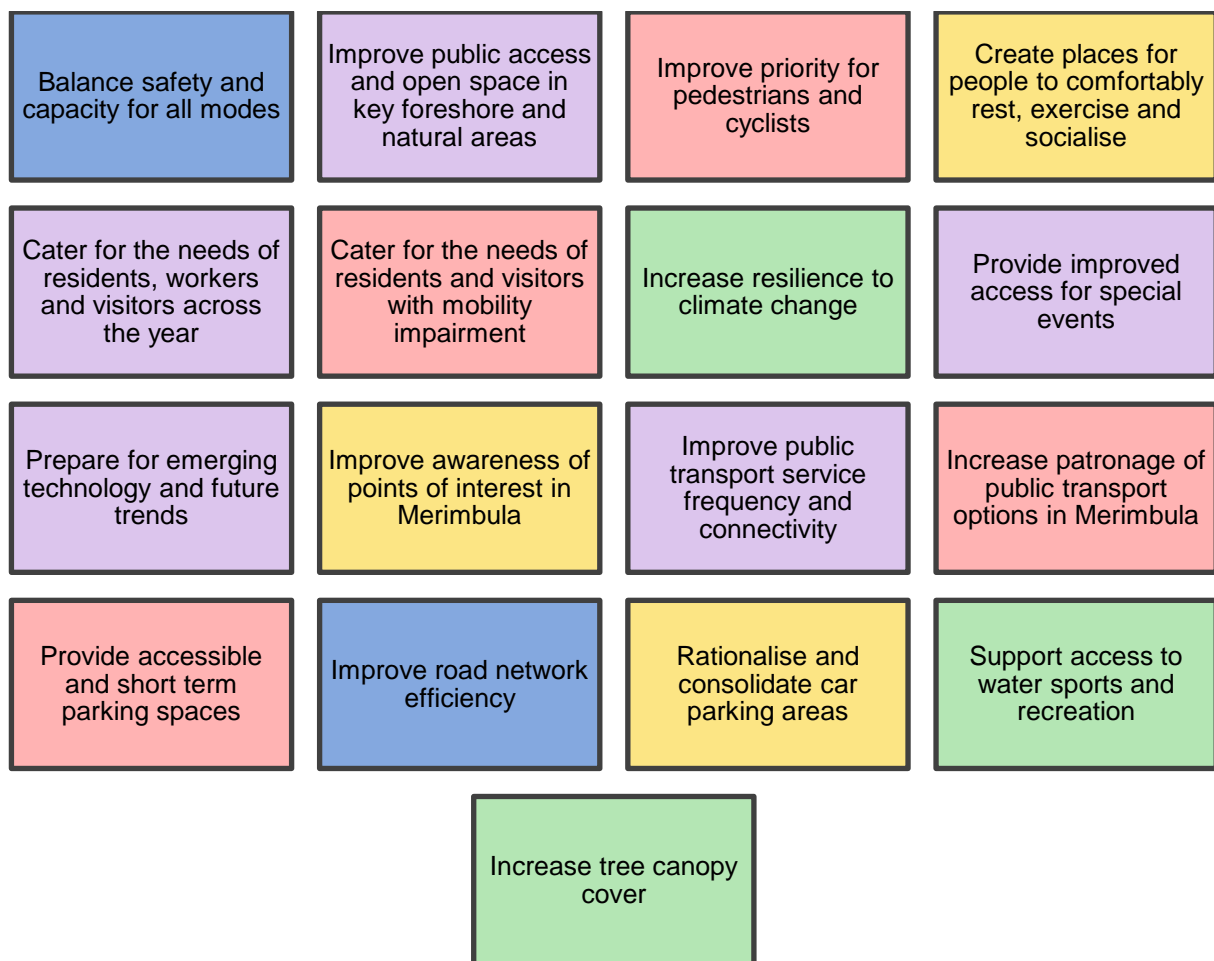
The vision for Merimbula adopted by Council in the Local Strategic Planning Statement (LSPS) incorporates the aspirations of communities, businesses and other local organisations for the town and is adopted for this Study. The objectives list the desired qualitative outcomes that have been derived from the vision, and also reflect outcomes of community and stakeholder consultation undertaken in this study.

Transport Plan Vision

Vision 2040 (LSPS)

The coastal atmosphere of Merimbula as a vibrant seaside destination has been enhanced by orienting commercial development towards the lake, prioritising pedestrians and improving public open space.

Transport Plan objectives

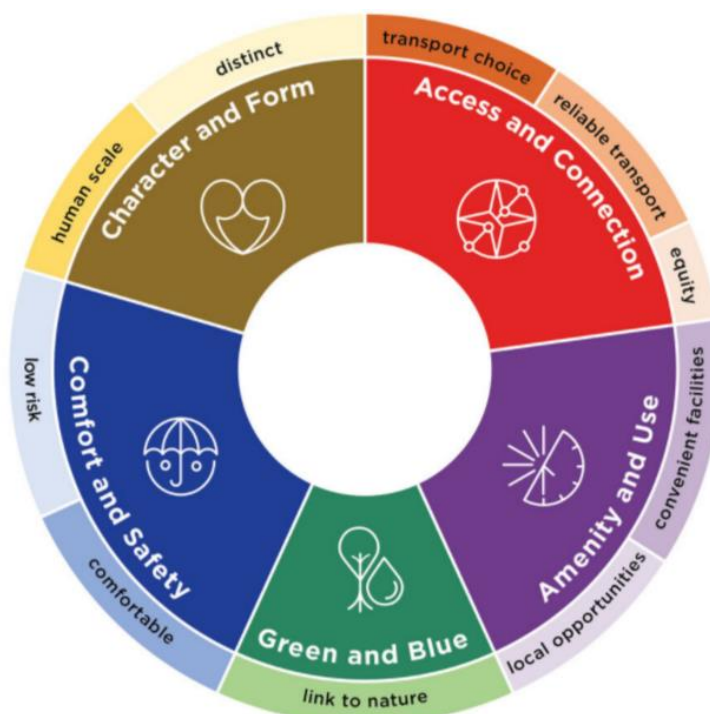


Note: the colours correspond to the built environment indicators explained in the next section.

Evaluation criteria

The NSW Movement and Place Framework has established a set of 36 built environment performance indicators (BEI) for evaluating Movement and Place projects. The Indicators consist of a set of 36 indicators under five themes relating to user outcomes. These themes are shown in **Figure 1-2**.

Figure 1-2 Built environment indicators



Source: NSW Government, *Movement and Place*

Relevant BEIs from the five themes were selected to best reflect the planning direction for Merimbula. The *Context Report* sections, Understanding Movement and Understanding Place detail existing conditions relating to the BEIs. The recommended actions provided in **Section 2** address the gap between the desired future and current context, and aim to improve outcomes for each of the BEIs. **Table 1-3** shows the most relevant BEIs used for gap analysis and to compare options.

Table 1-3 Built environment indicators

Theme	Description	Relevant indicators	Relevant Transport Plan objectives (from above)
Access and connection	Transport choice, reliable transport and equity (of access)	<ul style="list-style-type: none"> Walking paths Cycling accessibility Equitable access 	<ul style="list-style-type: none"> Improve priority for pedestrians and cyclists Cater for the needs of residents and visitors with mobility impairment Increase patronage of public transport options in Merimbula Provide accessible and short term parking spaces
Amenity and use	Convenient facilities and local opportunities	<ul style="list-style-type: none"> Public space Places to stop and rest Economic development 	<ul style="list-style-type: none"> Improve public access and open space in key foreshore and natural areas Cater for the needs of residents, workers and visitors across the year Provide improved access for special events Prepare for emerging technology and future trends
Green and blue	A link to nature	<ul style="list-style-type: none"> Waterways Tree canopy 	<ul style="list-style-type: none"> Increase resilience to climate change

Theme	Description	Relevant indicators	Relevant Transport Plan objectives (from above)
			<ul style="list-style-type: none"> Support access to water sports and recreation
Comfort and safety	A comfortable environment, that is low risk	<ul style="list-style-type: none"> Road safety Safe speed for environment Pedestrian crowding 	<ul style="list-style-type: none"> Balance safety and capacity for all modes Improve road network efficiency
Character and form	A place that is human-scaled, that celebrates its distinct features.	<ul style="list-style-type: none"> Permeability Street space for pedestrians Culture and heritage Legibility 	<ul style="list-style-type: none"> Create places for people to comfortably rest, exercise and socialise Improve awareness of points of interest in Merimbula Rationalise and consolidate car parking areas

Source: TfNSW

1.5 Classifying Street Environments

Classifying street environments within the Movement and Place framework involves characterising road segments to better understand gap between the current and future desired state and design of a street.

Each street environment has a specific combination of movement and place function and fits within the four street environments outlined in **Figure 1-3**.

Figure 1-3 Street environments

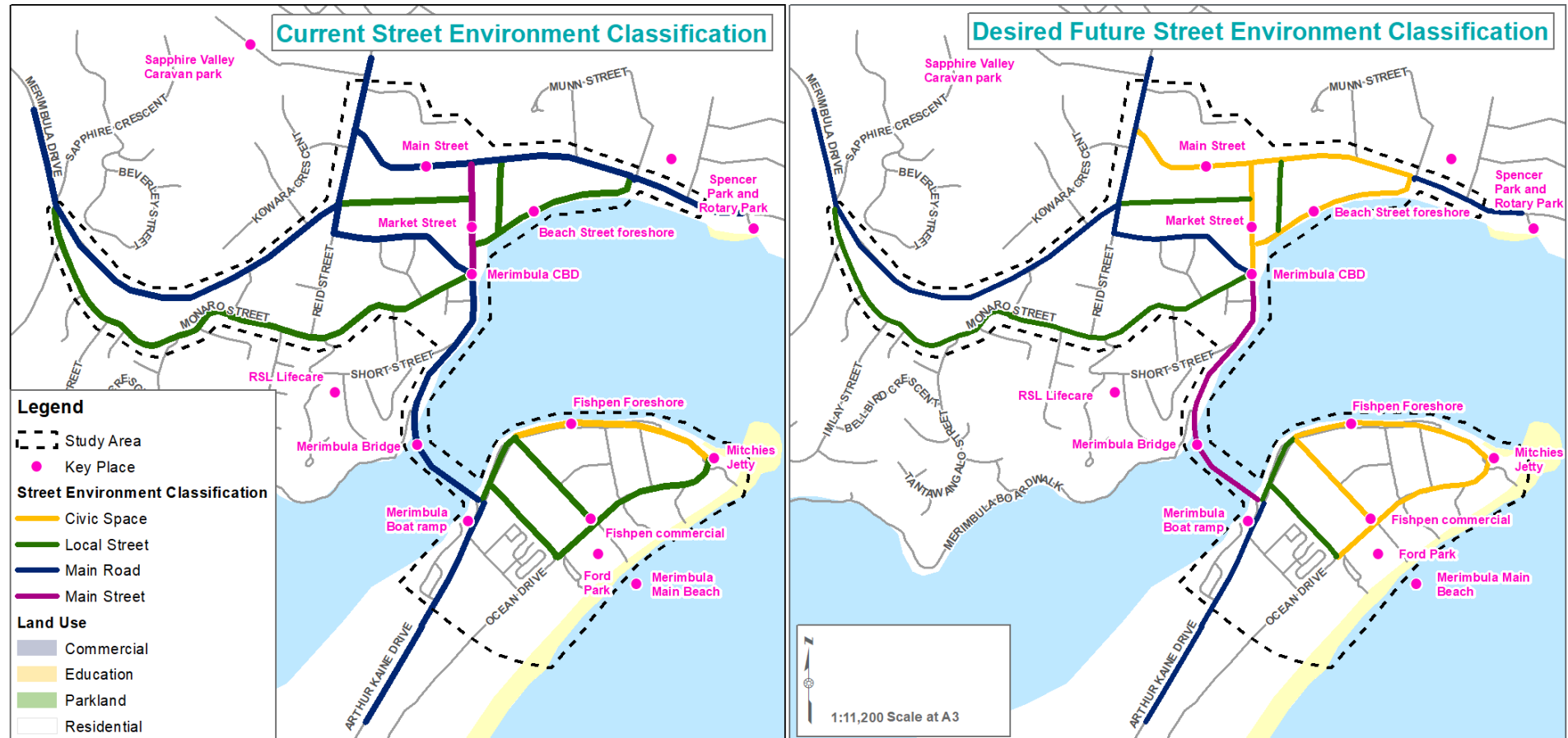


<p>Main roads</p> <p>These roads and routes are central to the efficient movement of people and goods. They include motorways, primary freight corridors, major public transport routes, the principal bicycle network and key urban pedestrian corridors. Their place activity levels are less intense. However, these roads and routes can have significant meaning to local people.</p>	<p>Main streets</p> <p>These streets are some of the most vibrant places in our cities and towns. They have both significant movement functions and place qualities. Balancing the functions of these streets is a common challenge.</p>
<p>Local streets</p> <p>These are the majority of the streets in our communities. They often have important local place qualities. Activity levels are less intense than for civic spaces, but these streets can have significant meaning to local people. Town and village main streets are usually 'local streets'.</p>	<p>Civic spaces</p> <p>These streets are at the heart of our communities and have a significant meaning, activity function or built environment. They are often in our major centres, tourist and leisure destinations and community hubs. They are places for people, with a priority on place.</p>

Source: NSW Government Movement and Place

The current and desired future street classification is shown in **Figure 1-4**. This was developed through consultation with the community and stakeholders. The next section outlines what can be considered to bridge the gap between the current and desired future street classifications of the study area.

Figure 1-4 Street environment classification



2 Place-Based Transport Recommendations

The place-based transport recommendations and priorities are presented in the following sections. The recommendations build upon the findings of the *Merimbula Transport Study Context Report*, including the *Consultation Summary Report*, and address the gap between the current street environment classifications and the desired future (shown in **Figure 1-4**).

In addition, the recommendations align with key planning documents developed by Bega Valley Shire Council. These include the Merimbula CBD Landscape Masterplan, which identifies gateway treatments, Beach Street car parking and public domain upgrades, CBD shared zones and the Hylands Corner upgrade, and the Bike Plan (currently under review), which proposes cycling routes within and connecting to the study area.

Prioritisation is considered in terms of timing, Council's role in securing funding and working with stakeholders, and responsibilities for planning, construction/ implementation and maintenance. Recommendations are prioritised over a 20 year period with the following timeframes:

- > Short term – zero to five years (easiest implementation)
- > Medium term – five to ten years
- > Long term – ten to twenty years (hardest implementation).

Four major transformative ideas are highlighted below to provide further information and rationale. Rationale for the projects including how project objectives are addressed and how they contribute to achieving the vision for Merimbula is also provided.

A number of recommended actions align with the Merimbula CBD Landscape Masterplan developed in 2015. These include:

- > Upgrades to Hyland Corner
- > Intersection upgrade at Market Street / Main Street
- > Converting the Beach Street car park to a place for people
- > Accessibility upgrades within public domain including constricting road spaces and providing tree shelter
- > Market Street slow speed zone.

More information on the CBD Landscape Masterplan recommendations is provided in the *Merimbula Transport Study Context Report*.

Four transformative ideas

Project 1 – Create a fully connected active transport route around Merimbula Lake (see Recommendation A4 and Figure 2-1)

A continuous walking and cycling route with no gaps is proposed from Short Point Beach, Bar Beach and Aquarium Wharf to Beach Street and Market Street foreshores, Mitchies Jetty, Ford Park and south the Airport and Pambula. Currently, gaps in the shared path network prevent a continuous walking and cycling experience and users are forced to either walk on non-paved areas or on the road.

Link to how the project achieves the objectives and works towards the vision

OBJECTIVES ADDRESSED:

Improve public access and open space in key foreshore and natural areas	Improve priority for pedestrians and cyclists	Create places for people to comfortably rest, exercise and socialise	Cater for the needs of residents, workers and visitors across the year	Cater for the needs of residents and visitors with mobility impairment
Increase resilience to climate change	Provide improved access for special events	Support access to water sports and recreation	Improve awareness of points of interest in Merimbula	Cater for the needs of residents, workers and visitors across the year

Merimbula as a major tourist destination would greatly benefit from a completely linked route that connects to the key accommodation, recreational, commercial and social land uses in and around the town. This would not only reduce

Project 1 – Create a fully connected active transport route around Merimbula Lake (see Recommendation A4 and Figure 2-1)

reliance on private vehicles and parking once in Merimbula, but also improve overall place functions, amenity and environmental outcomes. This fully connected and accessible route would enable people of all ages and abilities to safely visit the key places in Merimbula including the foreshore areas, Mitches Jetty and Merimbula Beach.

This addresses the gap in the existing and the desired future street environment classification by improving priority, safety and amenity for people around Merimbula's water features and natural vistas, shown in **Figure 1-4**.

Project 2 – Improve Place function within the CBD by adjusting vehicle movements and speeds (see Recommendation R2 and see Section 2.1 for additional details)

Market Street and Beach Street are the heart of Merimbula, providing restaurants, cafes and local shops and places for resting and enjoying the view of the Lake. Currently, cars dominate the town centre and are prioritised highly over pedestrians and cyclists, which steers away from project objectives.

A key outcome of stakeholder and community consultation is to enhance the Beach Street foreshore and the town centre as a walkable and equitable environment for all, with reduced vehicles that cause noise, pollution and reduction in safety.

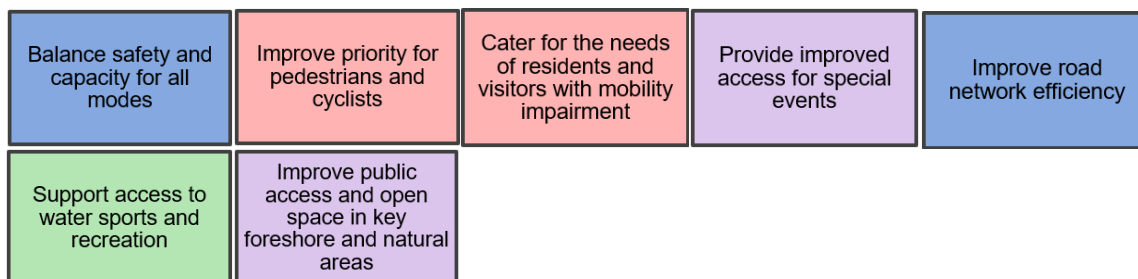
An alternate vehicle circulation movement through the CBD aimed at directing vehicles towards areas that they can park and away from areas that people are meeting, eating and enjoying the Lake, would improve tourism opportunities and accessibility for all. Additionally, reduced vehicle speeds decreases the risk of collision of pedestrians and cyclists.

Two options for alternate CBD movements are provided within this *Report*, with the intention of choosing a preferred solution for the *Final Report*. These are discussed further in **Section 2.1** of this Report.

These updated road network configuration options will change the way residents and visitors circulate for vehicle parking, which is proposed to be concentrated at peripheral CBD locations and away from key places that are enjoyed by people. Road network configuration changes need to be supported through the introduction of smart parking sensors for parking availability real time information within the CBD and locating digital public parking wayfinding signage at the town entry points (see recommendation **PA10**). This aims to reduce the number of vehicles in search of an available public parking space and reduce overall vehicle usage within the CBD.

Link to how the project achieves the objectives and works towards the vision

OBJECTIVES ADDRESSED:



Streetscape improvements and inclusion of a slow speed environment on CBD streets would greatly increase safety for walkers and cyclists and support greater access to local businesses. Inviting street environments would increase the sense of identity for Merimbula with memorable social moments and supported tourist activities.

This project secures Beach Street as a heart of the town with the best views and acknowledges the transition from a local street to a civic space for people (as per **Figure 1-4**).

The need for town centre revitalisation, reducing vehicles from circulating and parking in the CBD and a slower speed environment on Market Street was brought up during community and stakeholder consultation activities. Alice Street was also identified by stakeholders as an ideal location for increasing place function because of its strategic proximity to the CBD and adjacent land uses.

Project 3 – Transform the Beach Street car park to a place for people (see Recommendation P4, P12)

The current location of the car park on Beach Street at the intersection with Alice Street prioritises vehicles over people and obstructs clear views and interactions with the Lake. Relocation of this car park (including 45 parking spaces, two accessible parking spaces and two taxi spaces) to peripheral CBD locations will allow for urban design, recreational and amenity upgrades at this critical location.

Introduction of 45 degree angled parking on Beach Street could also provide approximately 116 spaces (31 additional spaces to the current 85 on-street parking spaces).



Link to how the project achieves the objectives and works towards the vision

OBJECTIVES ADDRESSED:

Create places for people to comfortably rest, exercise and socialise	Improve public access and open space in key foreshore and natural areas	Rationalise and consolidate car parking areas	Cater for the needs of residents, workers and visitors across the year	Improve awareness of points of interest in Merimbula
Support access to water sports and recreation	Improve road network efficiency	Balance safety and capacity for all modes	Improve priority for pedestrians and cyclists	Cater for the needs of residents and visitors with mobility impairment

Beach Street is a key vantage point and signifies the coastal atmosphere of the town, and therefore should be prioritised as a key place for people to congregate and relax. This sentiment was supported during community and stakeholder consultation activities, as well as relocating car parking to the peripheries of town instead of the best waterway vantage points. This project addresses multiple study objectives, including improved access to waterways and open spaces within the town for people of all mobility levels, and addresses the LSPS vision as a vibrant seaside destination.

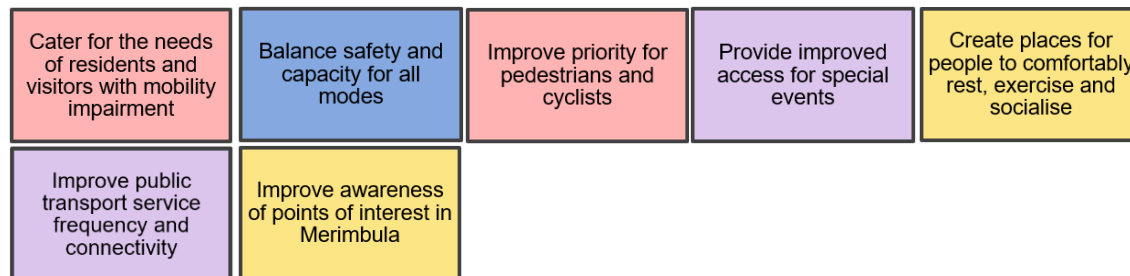
Project 4 – Develop Merimbula for accessible living and tourism (see Recommendation P6, A2, A3)

Logical and intuitive wayfinding presents an opportunity to transform the way people move around Merimbula. Signage should be clear, logical and easily read by all and supported with visual images and language. Wayfinding should be positioned in high activity places that anticipate user decision points, and should not impede safety or present obstructions for walkers and cyclists. In particular, wayfinding needs to point vehicles in the right direction of longer-term stay parking at peripheral CBD locations.

In addition, it is recommended that Council develops an accessible tourism map/ app/ program that details accessible accommodation, transport options and places to visit, and integrates with the on-demand bus service.

Link to how the project achieves the objectives and works towards the vision

OBJECTIVES ADDRESSED:



Key benefits and outcomes of an integrated wayfinding system are increased permeability as people can access the places they want to go directly and easily and a greater uptake in walking and cycling mode share. This achieves multiple objectives as well as the desired vision for Merimbula of prioritising people and improving the use of public open space.

2.1 Place

The recommendations within this Report are intended to improve sustainability of the town and create a prosperous community and economy through balancing movement with place. Implementation of this plan will likely lead to reduced vehicle volumes, particularly in the CBD environment, and as a result, create a vibrant seaside town.

A key outcome of consultation activities was to transform the areas within Merimbula with the best views and access to nature as places for people to stop, rest and play including Hylands Corner, Beach Street foreshore and Fishpen. The following section investigates a major place-focused transformation to the Merimbula CBD (see *Transformative Idea #2*) and Beach Street foreshore that would change the way residents and tourists use the heart of the town.

Other place recommendations in this section are based on consultation and site observations which revealed that more trees, shade and improved urban domain would contribute to comfort and attraction within the town. It was also identified that CBD users, especially visitors, may not be aware of what transport options are available to them, and that wayfinding and signage would improve legibility of Merimbula.

IMPROVING PLACE FUNCTION WITHIN THE MERIMBULA CBD THROUGH BALANCING MOVEMENT

Place values can be improved within the Merimbula CBD by the following factors:

- > Shifting vehicles away from Market Street, especially those that are passing through Merimbula and not stopping (such as those coming from the south) and promoting the use of the CBD Bypass for through traffic
- > Creating one-way vehicular traffic flow on Beach Street and Market Street to reduce the potential for conflict between vehicles and pedestrians/ cyclists
- > Reallocating space at the Beach Street car park for people to enjoy the proximity and views of the lake
- > Relocating parking areas for longer-term stay to the periphery of the CBD to reduce vehicle volumes and providing intuitive wayfinding that directs visitors to these parking areas
- > Reallocating road width for pedestrians and cyclists.

It should be noted that vehicle volumes and dependence within the CBD is planned to generally reduce due to the recommendations documented in this Report, especially consolidating and improving wayfinding to parking locations outside of the CBD.

CBD VEHICLE MOVEMENT DISCUSSION

To implement the above considerations and achieve the proposed vision, a preferred vehicle circulation option within the CBD has been developed following from consultation with the public, relevant stakeholders and with Councillors. The preferred option has been finalised following an optioneering process in which two preliminary options were investigated and modelled, and placed on public exhibition.

Appendix C contains additional information on the decisions made to produce the two preliminary options as well as intersection modelling results.

It was determined through preliminary analysis that a southbound-only movement on Market Street between Beach Street and Palmer Lane is preferred over a northbound movement because of the following factors:

- > Expected improvement in Level of Service at Market Street / Palmer Lane / Monaro Street signalised intersection (southern leg)
- > Promotion of the use of the Merimbula CBD Bypass for vehicles approaching from the south, and direction of vehicles towards the Park Street car park. The CBD Bypass currently runs (south to north-west) from Market Street to Palmer Lane, Park Street, Reid Street to Merimbula Drive and north out of Merimbula, however the intersection of Market Street, Palmer Lane and Monaro Street was reported as low legibility and prioritisation for the Bypass movements. Queue lengths on the southern approach to this intersection for vehicles using the through and right turn lane were recorded as over 178 metres in the holiday peak hour period. This means that a high number of vehicles are currently moving through the CBD from outside areas.
- > Route efficiencies for Aldi and Woolworths customers who must make a left-in and left-out movement
- > Park Street car park becomes a more attractive, efficient parking option for CBD users originating from the south of the CBD

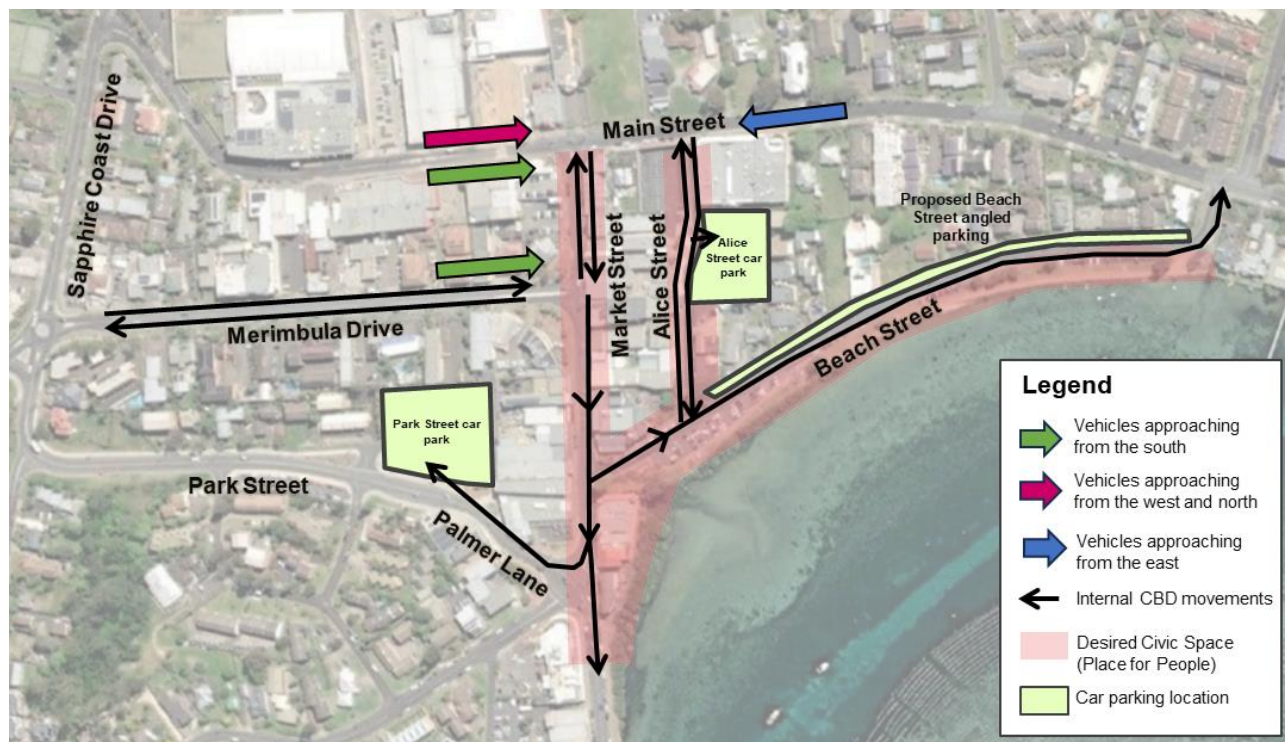
Eastbound movement on Beach Street is also preferred in conjunction with southbound movement on Market Street to streamline circulation for car parking without risk of not finding parking and needing to exit the CBD south.

It should be noted that redistribution of traffic flow will result in a decrease in Level of Service at some intersections, and upgrade may be required.

An Ordinary Meeting of the Bega Valley Shire Council was held at Council Chambers, Biamanga Room, Bega Valley Commemorative Civic Centre, Bega on Wednesday, 15 November 2023. The following conditions were required in order to endorse the *Final Merimbula Transport Study Recommendations Report*:

- > That Council resolve to adopt the Merimbula Transport Study as exhibited with a change in preference for the one-way traffic loop in the Merimbula CBD from Preliminary Option 2 to Preliminary Option 1
- > That Alice street remain two way or one way south bound.

The preferred CBD vehicle movement option adopted from these conditions is shown below.



Key considerations for the preferred option are outlined below:

- > Southbound buses do not need to re-route
- > Better access to Alice Street car park for vehicles approaching from both north and south directions
- > 890 and 891 northbound buses required to re-route via Merimbula Drive
- > Beach Street foreshore area (location of existing off-street car park) does not have separated vehicle movements for exiting the CBD and for circulating for parking
- > Intersection upgrade required at Merimbula Drive / Sapphire Coast Drive / Reid Street
- > Intersection upgrade required at Sapphire Coast Drive / Main Street.

Public exhibition results are outlined in greater detail in **Appendix A**.

#	Relevant BEI	Recommendation	Priority	Lead responsibility
P1	Legibility Public space Places to stop and rest Street space for pedestrians Waterways Equitable access Economic development Street space for pedestrians	SEE TRANSFORMATIVE IDEA 2 AND SECTION 2.1 Implement a vehicle movement configuration option and slow speed environment within the Merimbula CBD that improves Place function, prioritises movement of pedestrians and cyclists and improves opportunities for tourism.	Long term	BVSC
P2	Legibility	Develop and provide integrated wayfinding signage for consolidated parking areas, points of interest, public toilets, pedestrian rest areas, water sport embarkment points and access to nature. Include digital and interactive public mapping located in strategic visitor locations that is legible for people with vision impairment. Engage a local artist to incorporate symbols and imagery that embodies Merimbula such as the oyster in the signage to make it visually appealing and enhance sense of place.	Short term (0 to 5 years)	BVSC
P3	Legibility Culture and heritage	Enhance gateways to Merimbula on Sapphire Coast Drive, Arthur Kaine Drive and Merimbula Drive through landscaping and urban design improvements.	Medium term (5 to 10 years)	BVSC
P4	Public space Places to stop and rest Street space for pedestrians Waterways	Convert the Beach Street foreshore car parking area to a public space for people and pop-up events that includes shaded places to rest, picnic tables, lighting, public art and green space.	Medium term (5 to 10 years)	BVSC
P5	Legibility Walking paths Cycling accessibility	Develop detailed mapping of active transport/ recreational routes in Merimbula to encourage use and increase awareness. Provide on Council's website, tourism websites and located in public spaces.	Short term (0 to 5 years)	BVSC
P6	Tree canopy	Increase tree canopy cover on Main Street, Merimbula Drive and Beach Street and within existing car parks including at Park Street.	Short term (0 to 5 years)	BVSC
P7	Equitable access Places to stop and rest	Engage an accessibility expert to investigate improvements within Merimbula for people living with mobility including locations for seating with arm rests, hand rails to help people in steep areas stepping up onto the kerb, replacement of brick pavements that may become uneven and provision of kerb ramps.	Short term (0 to 5 years)	BVSC
P8	Economic development	Encourage Merimbula CBD development to include cafes, restaurants and other night life businesses.	Ongoing	BVSC
P9	Public space	Increase verge space and provide alfresco dining opportunities on Market Street between Beach Street and Main Street.	Ongoing	BVSC

#	Relevant BEI	Recommendation	Priority	Lead responsibility
P10	Public space Places to stop and rest	Upgrade Hylands Corner as a place for people that includes adequate space for a bus shelter, tree canopy, seating, children's play area and pedestrian circulation space.	Medium term (5 to 10 years)	BVSC
P11	Walking paths Permeability	Ensure that development controls require awnings for new development that provide shelter on footpaths and other features that enhance pedestrian experience.	Ongoing	BVSC
P12	Public space Street space for pedestrians	Constrict road widths to reduce dark paved spaces that generate heat and provide more space for people and disabled parking on Main Street, Market Street, Beach Street and Merimbula Drive.	Medium term (5 to 10 years)	BVSC

2.2 Active Transport

Merimbula is well positioned to transitioning to an accessible tourist destination with a low internal private vehicle mode share. Active transport recommendations focus on creating a safer and more connected environment for people of all ages within Merimbula, and prioritising pedestrian and cyclist movement highest amongst all other modes. Strategic walking and cycling routes are shown in **Figure 2-1**, addressing the walking and cycling desire lines that exist between Merimbula's key places. These routes create greater access to services, waterways, beaches and natural vistas in alignment with community and stakeholder consultation outcomes. A number of recommendations directly address safety concerns that arose in consultation outcomes and observations on site. Additionally, improved regional links to Berrambol, Tura Beach, Short Point and Pambula connect communities safely.

#	Relevant BEI	Recommendation	Priority	Lead responsibility
A1	Street space for pedestrians Cycling accessibility Pedestrian crowding	Investigate feasibility of a three-metre wide shared path for pedestrians and cyclists on the Market Street Bridge with safety barriers.	Long term (10 to 20 years)	BVSC
A2	Road safety Safe speed for environment Street space for pedestrians Waterways	<ul style="list-style-type: none"> Provide a 30 kilometre per hour slow speed zone on Market Street between Beach Street and Merimbula Drive Provide a 30 kilometre per hour slow speed zone on Ocean Drive between Fishpen Road and Marine Parade Provide a 10 kilometre per hour shared zone on Beach Street between Market Street and Alice Street. 	Long term (10 to 20 years)	TfNSW
A3	Road safety Equitable access Walking paths	Provide Disability Discrimination Act compliant wombat crossings at the following locations: <ul style="list-style-type: none"> Intersection of Merimbula Drive / Sapphire Coast Drive / Reid Street Intersection of Market Street / Merimbula drive Intersection of Fishpen Road / Arthur Kaine Drive and Market Street Intersection of Main Street / Sapphire Coast Drive Intersection of Park Street / Reid Street 	Short term (0 to 5 years)	BVSC

#	Relevant BEI	Recommendation	Priority	Lead responsibility
		<ul style="list-style-type: none"> Market Street between the Merimbula Bridge and Short Street Intersection of Sapphire Coast Drive and service road Intersection of Sapphire Coast Drive / Kalinda Street Intersection of Arthur Kaine Drive / Dunns Lane. 		
A4	<p>Road safety</p> <p>Equitable access</p> <p>Walking paths</p>	<p>SEE TRANSFORMATIVE IDEA 1</p> <p>Provide missing links in footpath network at the following locations, as per Figure 2-1:</p> <ul style="list-style-type: none"> Fishpen Road, east of Calendo Court connecting to Mitchies Jetty Merimbula Drive from Sapphire Crescent to Reid Street Short Point Road and Cliff Street connecting to Short Point Beach Spencer Park connecting to car park and upgrade the small pedestrian bridge (included as shared path) Monaro Street, west of Reid Street Reid Street Kyeamba Street and Wonga Street. 	Short term (0 to 5 years)	BVSC
A5	<p>Pedestrian crowding</p> <p>Road safety</p> <p>Walking paths</p>	Replace the mid-block signalised pedestrian crossing on Market Street with a raised pedestrian crossing to improve pedestrian priority.	Short term (0 to 5 years)	BVSC
A6	<p>Cycling accessibility</p> <p>Places to stop and rest</p>	Provide bicycle parking rings at Market Street between Beach Street and Main Street, Beach Street foreshore, Mitchies Jetty car park area, Ford Park car park area and Bar Beach.	Short term (0 to 5 years)	BVSC
A7	<p>Walking paths</p> <p>Cycling accessibility</p> <p>Equitable access</p>	Complete gaps in the elevated shared path at Spencer/ Rotary Park with the Beach Street foreshore shared path and connecting to the Aquarium Wharf.	Long term (10 to 20 years)	BVSC
A8	<p>Equitable access</p> <p>Walking paths</p>	Upgrade service road bridge to access Aldi and Woolworths to be Disability Discrimination Act compliant (stair free access) and provide pedestrian access from Main Street to Sapphire Coast Drive.	Medium term (5 to 10 years)	BVSC
A9	<p>Economic development</p> <p>Walking paths</p> <p>Road safety</p>	Provide pedestrian refuges on Arthur Kaine Drive outside of Merimbula Airport.	Medium term (5 to 10 years)	BVSC
A10	<p>Walking paths</p> <p>Cycling accessibility</p> <p>Permeability</p>	<p>Provide and enhance the following regional active transport connections:</p> <ul style="list-style-type: none"> Shared path between Mirador Drive and Tura Beach along the coast. Connect to Main Street via an on-road mixed route located on Munn Street/ Randolph Street Improve active transport connections to Pambula by completing gaps in the shared path network on Arthur Kaine Drive near the boat ramp 	Medium term (5 to 10 years)	BVSC

#	Relevant BEI	Recommendation	Priority	Lead responsibility
		<ul style="list-style-type: none"> Shared path connection through bushland between Mirador Drive and Casuarina Place, to enhance active transport connection to Tura Beach Woolworths. 		
A11	Walking paths Cycling accessibility	Upgrade and widen the existing Merimbula Boardwalk to three metres (currently 1.5 metres) for use by both pedestrians and cyclists.	Medium term (5 to 10 years)	BVSC
A12	Permeability	Ensure all future development within the Merimbula CBD includes provision of permeable through site links and activated laneways, and is connected by adequate active transport infrastructure. Leverage from developer contributions for funding.	Ongoing	BVSC
A13	Economic development Cycling accessibility	Investigate mountain bike connections to town.	Short term (0 to 5 years)	BVSC
A14	Waterways	Provide kayak and paddleboard parking/ storage on the Beach Street foreshore and the Fishpen foreshore.	Short term (0 to 5 years)	BVSC
A15	Walking paths Cycling accessibility Culture and heritage	Improve pedestrian and cycling access around the ANZAC Memorial on Beach Street to be integrated with the shared path.	Short term (0 to 5 years)	BVSC
A16	Equitable access	Plan for and embrace micromobility uptake in the future by providing wider active transport infrastructure.	Ongoing	BVSC
A17	Walking paths Cycling accessibility	Work with TfNSW to implement active transport infrastructure trials before committing to funding for projects, such as slow speed zones.	Ongoing	BVSC

2.2.1 Active transport infrastructure typology recommendations

The Walking Space Guide developed by Transport for NSW described the following principles for improved pedestrian comfort and safety:

- > The importance of shade and trees to improve pedestrian comfort
- > Kerbside traffic and active building buffers depending on speed limits and pedestrian volumes
- > Lack of obstructions on footpaths and adequate pedestrian circulation space.

The Guide details recommended widths for different street activity levels which should be adopted in future development and implementation of the strategic pedestrian network, shown in **Table 2-1**.

Table 2-1 Walking Space Guide – footpath types

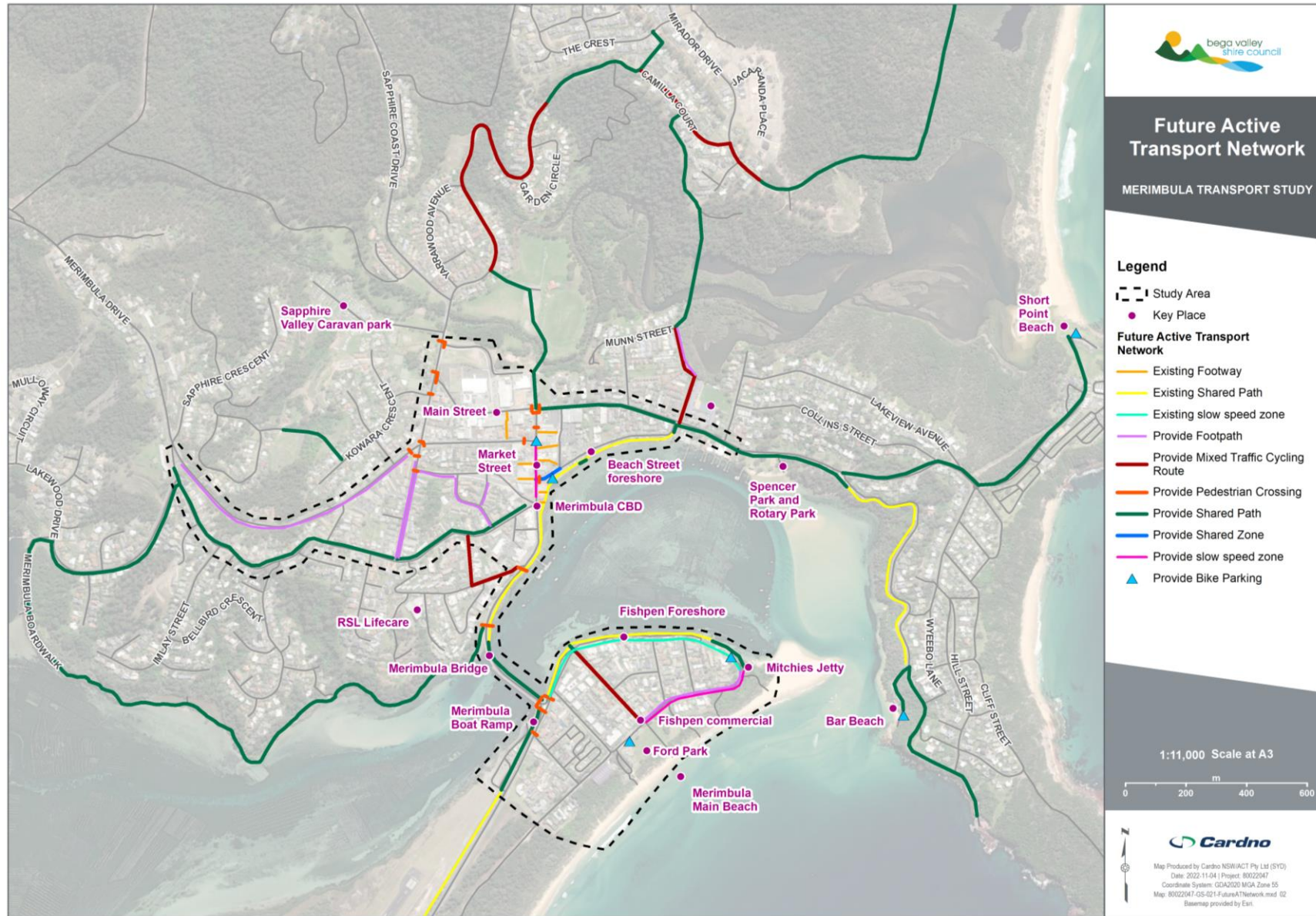
Road type	Description	Recommended minimum walking space	Movement and Place classification (see Figure 1-4)
Local footpath – low activity	Appropriate where people walking are unlikely to pass people coming the other way.	2.0m with 1.3m kerbside traffic buffer	Local Street
Local footpath – medium activity	Appropriate where people walking are more than likely to pass people coming the other way.	2.3m with 1.3m kerbside traffic buffer	Local Street
Main street footpath – medium activity / Local footpath – high activity	Appropriate where people walking are virtually certain to pass people coming the other way.	3.2m with 1.3m kerbside traffic buffer	Main Road
Main street footpath – high activity	Appropriate where people walking are virtually certain to meet multiple groups of people coming the other way.	3.9m with 1.5m kerbside traffic buffer	Main Street
Main street footpath – very high activity	Appropriate where it is very busy most of the time eg direct connections to Sydney Metro station entrances	4.5m with 1.5m kerbside traffic buffer	Civic Space

Source: Walking Space Guide, TfNSW, 2020

The Cycleway Design Toolbox developed by Transport for NSW provides guidance for practitioners on designing for cycling and micromobility in NSW. The Toolkit describes the following infrastructure recommendations that can be applied within the Merimbula study area:

- > **Shared path** – Provides lower level of service to both pedestrians and cyclist due to potential conflict. Shared paths should be considered within nature reserves and parks and connecting between local destinations. They should be avoided in areas of high pedestrian movements, narrow route sections and areas with high numbers of driveways and other crossings. Safe and comfortable shared paths are recommended as between three and four metres in width.
- > **Quietway (mixed traffic route)** – A Quietway is a mixed traffic treatment where cyclists ride in the centre of a travel lane on local roads with a speed limit of 30 kilometres per hour or less. Quietways are located away from trucks and buses, and overtaking is discouraged by provision of medians, flat top speed humps and narrower lanes. Bicycle symbols are also painted on the roadway to indicate priority.

Figure 2-1 Recommendations – Active transport

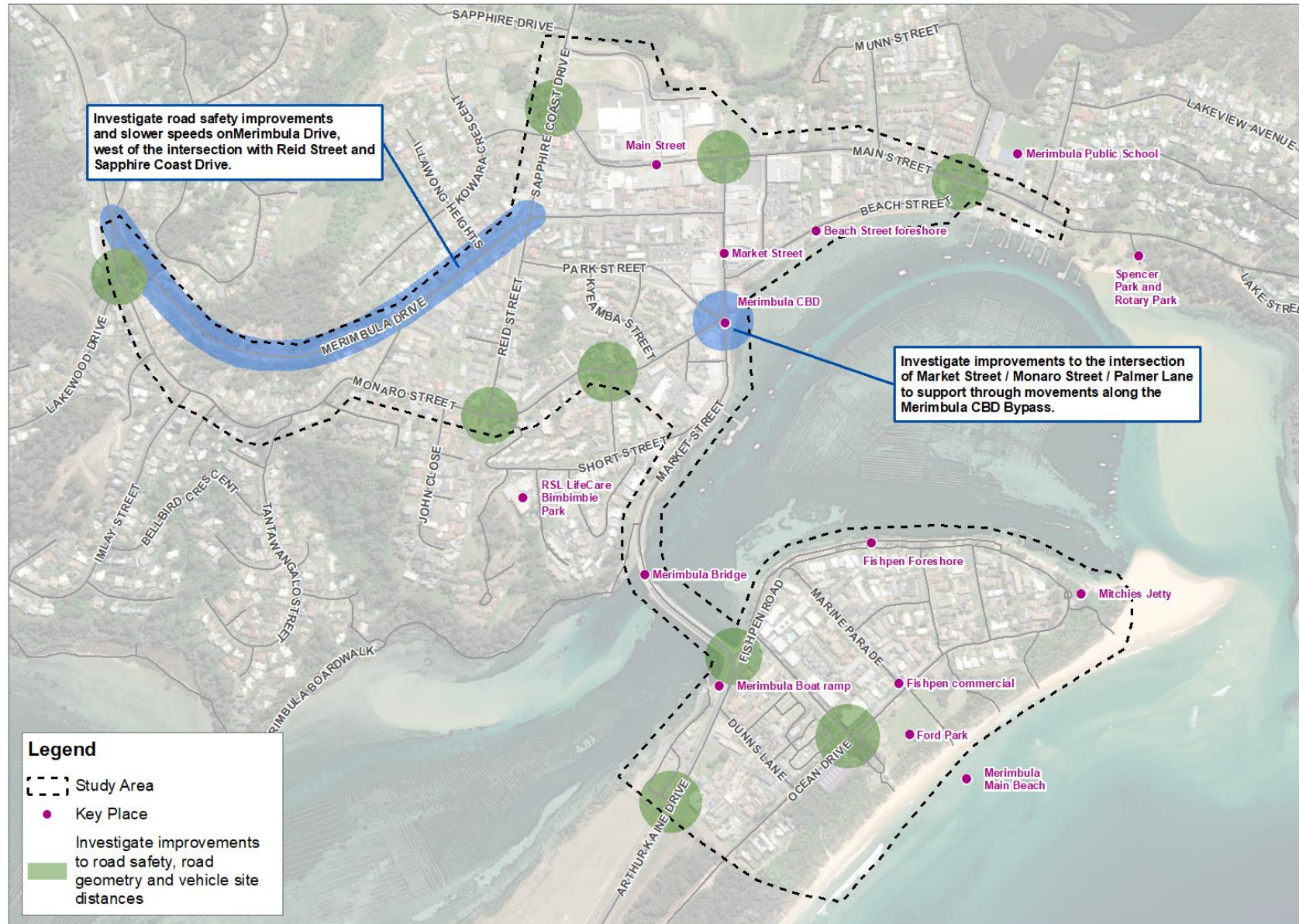


2.3 Road Network

Road network recommendations are focused on improving safety and efficiency for all road users, as well as making the road network more navigable for visitors to the study area. Consultation outcomes revealed specific locations (particularly intersections within the CBD) where safety and capacity issues are a concern. This included the CBD Bypass, which needs to support safe through movement of vehicles with minimal interactions with local traffic, pedestrians and cyclists. The actions relating to road safety improvements are mapped on **Figure 2-2**.

#	Relevant BEI	Recommendation	Priority	Lead responsibility
R1	Road safety	Adjust signalised priorities at the intersection of Market Street/ Monaro Street/ Palmer Lane to improve traffic efficiency and safety.	Short term (0 to 5 years)	BVSC
R2	Road safety	Support through movements along the Merimbula CBD Bypass by investigating geometry improvements to the signalised intersection at Market Street / Monaro Street / Palmer Lane.	Medium term (5 to 10 years)	BVSC
R3	Road safety	<p>Investigate road safety under a Safe System Approach for all modes, road geometry and improve vehicle site distances at the intersections of:</p> <ul style="list-style-type: none"> Elizabeth Street / Ocean Drive Merimbula Drive / Main Street Market Street / Main Street Sapphire Coast Drive / Main Street Reid Street / Monaro Street Market Street / Arthur Kaine Drive / Fishpen Road Main Street / Beach Street Monaro Street / Ocean View Avenue Lakewood Drive / Monaro Street Boat ramp access area and Arthur Kaine Drive. 	Medium term (5 to 10 years)	BVSC
R4	Legibility	Provide wayfinding and warning signage for lack of through road at Aquarium Wharf on Lake Street.	Short term (0 to 5 years)	BVSC
R5	Road safety	Prioritise the use of the service lane for vehicles for customers using the Aldi and Woolworths car parks.	Short term (0 to 5 years)	BVSC
R6	Road safety Safe speed for environment	Investigate road safety improvements and slower speeds on Merimbula Drive, west of the intersection with Reid Street and Sapphire Coast Drive.	Short term (0 to 5 years)	BVSC
R7	Road safety	Investigate street lighting improvements within the study area, including at the intersection of Merimbula Drive / Monaro Street.	Short term (0 to 5 years)	BVSC

Figure 2-2 Recommendations – Road safety



2.4 Public Transport

Consultation with Sapphire Coast Buslines revealed that the majority of customers get dropped off and picked up at the Main Street retail area, Hylands Corner and at Twyford Hall, and that accessibility upgrades of these bus stops would provide the most benefits to Merimbula. A high proportion of customers are elderly who require safe and efficient access to local services within the CBD.

The majority of visitors to Merimbula arrive via private vehicle and are generally self sufficient with transport options. The public transport recommendations are designed to support locals with access to employment, leisure and services and allow tourists to not be fully reliant on private vehicles, particularly when accessing the CBD and neighbouring towns.

#	Relevant BEI	Recommendation	Priority	Lead responsibility
PT1	Equitable access	Work with Sapphirecoast Buslines to improve the on-demand bus ordering system and mobile application to improve access for Merimbula Airport and Port of Eden arrivals and departures.	Ongoing	BVSC
PT2	Equitable access	Provide a timetabled local bus loop service during peak tourist times at peak times across the day that connects to Tura Beach, Short Point Caravan Park, Long Point Wharf, Merimbula Drive accommodation area, Pambula Beach, Pambula Golf Club and Pambula.	Medium term (5 to 10 years)	BVSC
PT3	Equitable access	Upgrade all bus stops to be fully accessible according to Disability Discrimination Act. Prioritise providing bus shelters at bus stops on Main Street (outside of Aldi and Mitre 10) and on Market Street (at Twyford Hall and Hylands Corner). Extend this to bus stops relocated as a result of Recommendation #P1.	Short term (0 to 5 years)	BVSC
PT4	Equitable access Economic development	Improve bus stop accessibility at Merimbula Airport.	Medium term (5 to 10 years)	BVSC
PT5	Equitable access Economic development	Investigate a tourist scenic drive for coach tours within Merimbula, Short Point Beach and the Sapphire Coast.	Long term (10 to 20 years)	BVSC
PT6	Equitable access	Encourage increased coverage of taxi services in Merimbula.	Ongoing	BVSC

2.5 Parking

Parking provision must suit the varying needs of the community and visitors to Merimbula, and support economic activity and accessibility for all. A key theme of the parking recommendations is to prioritise CBD parking for those who need it most such as people with mobility issues and those with short term drop-off and pick-up needs, and relocate longer term parking spaces to the periphery of the study area. This reflects the inherent value that CBD parking provides to Merimbula, yet also acknowledges that certain areas could be better used as places for people and public domain, such as at Merimbula Lake, where some of the best viewing spots are currently given to car parking along the Beach Street Foreshore.

Recommendations also focus on making finding parking spaces easier through consolidation, wayfinding and technology, and also support recreational activities through more efficient drop off/ loading. Parking recommendations are mapped on **Figure 2-3**.

The Councillor meeting on 15 November 2023 resolved that the *Recommendations Report* would be adopted if the following condition was met:

- > That Council do not pursue paid parking or smart parking sensors.

Recommendations relating to paid (old PA13 recommendation) and smart parking (old PA10 recommendation) have therefore been removed.

Results from the public exhibition revealed that the community was generally agreeable to the originally proposed parking recommendations, with exception to:

- > (Old PA10 recommendation) – Install smart parking sensors that indicate parking availability within the CBD to improve parking space utilisation.
- > PA13 – Investigate the need for paid parking on Market Street, Merimbula Drive and Park Street during summer peak periods.

Key reasons respondents disagreed with the smart parking recommendation are:

- > Not required and not cost efficient.

Key reasons respondents disagreed with PA13 are:

- > Disincentive to tourists
- > Increased expenses for locals
- > Would not be accepted by the community.

Public exhibition results are outlined in greater detail in **Appendix A**.

#	Relevant BEI	Recommendation	Priority	Lead responsibility
PA1	Equitable access	Formalise parking areas at the south-eastern side of Ocean Drive, south of the intersection with Fishpen Road and across the road from Merimbula Airport.	Medium term (5 to 10 years)	BVSC
PA2	Public space Culture and heritage	Provide a drop off zone for kayaks and other bulky items within the Mitchies Jetty car park.	Medium term (5 to 10 years)	BVSC
PA3	Equitable access	Provide disabled car parking spaces on Merimbula Drive near the intersection with Market Street, Beach Street (additional) and Market Street near Twyford Hall.	Short term (0 to 5 years)	BVSC
PA4	Equitable access Economic development	Provide five minute drop off and 25-minute parking spaces in the CBD on Main Street and on Market Street near Twyford Hall. Increase awareness of spaces through wayfinding (see P1).	Short term (0 to 5 years)	BVSC
PA5	Economic development	Encourage businesses to pursue the NSW Government Electric Vehicle Charging Grant scheme.	Ongoing	BVSC
PA6	Equitable access	Investigate the use of the Berrambool Sports Ground car park for visitors to the CBD during non-sports times. Provide a shared path connection and advertise/ provide wayfinding for the car park. Utilise through site link through the ALDI/ Woolworths car parks (subject to approval). Ensure that the shared path is Crime Prevention through Environmental Design (CPTED) designed to support shift workers and night time economy.	Long term (10 to 20 years)	BVSC

#	Relevant BEI	Recommendation	Priority	Lead responsibility
PA7	Economic development	Provide electric vehicle charging stations at the Park Street car park, Berrambool Sports Ground car park, Alice Street car park and the Boat Ramp car park.	Long term (10 to 20 years)	BVSC
PA8	Equitable access Places to stop and rest	Expand the Arthur Kaine Drive Boat Ramp car park with additional spaces for longer term parking such as for caravans.	Medium term (5 to 10 years)	BVSC
PA9	Equitable access Places to stop and rest	Investigate increased parking capacity at Spencer Park/ Rotary Park.	Medium term (5 to 10 years)	BVSC
PA10	Economic development	Utilise development planning contributions to provide parking off-site in proximity to new development.	Ongoing	BVSC
PA11	Legibility	Consolidate RV parking spaces at the Boat Ramp car park.	Long term (10 to 20 years)	BVSC
PA12	Culture and heritage	Provide a drop off zone for bulky fishing items/ equipment at the Aquarium Wharf to cater for the needs of recreational anglers.	Medium term (5 to 10 years)	BVSC

APPENDIX

A

CONSULTATION SUMMARY REPORT



now



Merimbula Transport Study

Consultation Summary Report

80022047



Prepared for
Bega Valley Shire Council

17 October 2023



now



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1 Stakeholder engagement approach

The Merimbula Transport Study is completed in alignment with Transport for NSW's Movement and Place Framework.

Stakeholder engagement is included in during the initial investigations during steps 2 and 3, and also to confirm the recommendations of the Study in step 6.

This Consultation Summary Report documents all stakeholder engagement activities including methods, materials and outcomes.

1.1 Purpose

Early inclusion of stakeholders is a high value use of time as it enables stakeholders to be included for the whole project, particularly in the beginning when critical advice and considerations can be shared. This is likely to result in a clearer and more aligned direction being established and to save an equal or greater amount of time later on in the project undertaking new analytics or comprehensive changes to the recommendations and priorities identified.

The outcome of early stakeholder engagement is:

- > Stakeholders feel engaged and have an influence to the direction and outcome of the study
- > Stakeholders can provide insight and local knowledge to inform the project analysis and recommendations.

1.2 Approach

The Bega Valley Shire Council Community Engagement Strategy reflects Council's committed practices to encouraging open and transparent communications between them and the community. Application of the Community Engagement Strategy in the development of the Merimbula Transport Study is shown in **Table 1-1**.

Table 1-1 Application of principles from BVSC Engagement Strategy

Engagement Strategy principle	Application in Merimbula Transport Study
Integrity	The community are able to participate in the Study early in the project, through submitting issues and concerns through the web map portal. Responses will be anonymous, and no names or contact information will be captured.
Clarity of purpose	We will provide transparent and easy to understand communications material with each consultation activity, so that the community understands the purpose.
Accessible and inclusive	<ul style="list-style-type: none"> > Consultation activities will be held via online forums, which are easy to use and can be accessed by anyone. > We have proposed an online community meeting in which we can personally discuss issues with community members.
Show the influence of community input	We will append a summary of the community input and how it has been addressed in the Final Transport Study.
Respectful	All comments/ submissions received in both online map and workshop will be considered for inclusion in the Transport Study.
Timely	<p>Engagement with the community occurs at two critical stages:</p> <ul style="list-style-type: none"> > During early stage of assessment to inform our understanding; and > To confirm that our understanding documented in the Draft Transport Study is correct during public exhibition.
Tailored	Consultation activities are specifically targeted at the Merimbula Study area and the Merimbula Transport Study.
Informed	Our engagement method builds upon previously undertaken consultation, and will focus on gathering Merimbula specific information.

Engagement Strategy principle	Application in Merimbula Transport Study
Always learning	We will discuss with Council what worked and what didn't work in consultation, and develop ways in which to improve.
Meet legislative requirements	We will work with Council's communications team to ensure that we meet all statutory engagement requirements.

1.3 Engagement methods

The engagement methods completed to inform the Study include:

1. Workshops
2. Email and phone liaison
3. Webmap input.

The method for engagement with each selected stakeholder is outlined in **Table 1-2**.

Table 1-2 Workshop attendees

Business/ stakeholder group	BVS Community Engagement Strategy			Approach
	Community scale	Community impact	Engagement ranking	
TfNSW representatives	High	High	Inform, consult, involve, collaborate and empower	<ul style="list-style-type: none"> Workshop 1
Council staff (working group)	High	High	Inform, consult, involve, collaborate and empower	<ul style="list-style-type: none"> Workshop 2 Access to Council webmap
Council works and assets team	High	High	Inform, consult, involve, collaborate and empower	<ul style="list-style-type: none"> Workshop 2 Access to Council webmap
Council Leisure and Recreation team	High	High	Inform, consult, involve, collaborate and empower	<ul style="list-style-type: none"> Workshop 2 Access to Council webmap
Council Project Services Department	High	High	Inform, consult, involve, collaborate and empower	<ul style="list-style-type: none"> Workshop 2 Access to Council webmap
Council Access and inclusion Advisory Committee	High	High	Inform, consult, involve, collaborate and empower	<ul style="list-style-type: none"> Workshop 3 Access to Council webmap
Council Sports Committee	High	High	Inform, consult, involve, collaborate and empower	<ul style="list-style-type: none"> Workshop 2 Access to Council webmap
Community members	Moderate	Moderate	Inform, consult, involve and collaborate	<ul style="list-style-type: none"> Workshop 3
Chamber of Commerce	Moderate	Moderate	Inform, consult, involve and collaborate	<ul style="list-style-type: none"> Workshop 4
NSW Police	Moderate	Low	Inform and consult	<ul style="list-style-type: none"> Email and phone liaison
Merimbula Airport/ air services	Moderate	Low	Inform and consult	<ul style="list-style-type: none"> Email and phone liaison
Sapphire Coast buses	Moderate	Low	Inform and consult	<ul style="list-style-type: none"> Email and phone liaison
Merimbula Top Lake Boat Hire & Sunsets Kiosk	Low	Low	Inform	<ul style="list-style-type: none"> Community webmap input

Business/ stakeholder group	BVS Community Engagement Strategy			Approach
	Community scale	Community impact	Engagement ranking	
Merimbula Visitor Information Centre	Low	Low	Inform	▪ Community webmap input
Premier Coaches	Moderate	Low	Inform and consult	▪ Email and phone liaison
Dyson Coaches	Moderate	Low	Inform and consult	▪ Email and phone liaison
Merimbula Coach tours	Moderate	Low	Inform and consult	▪ Email and phone liaison
Fishpen Takeaway Merimbula	Low	Low	Inform	▪ Community webmap input
Fishpen Crankys	Low	Low	Inform	▪ Community webmap input
Fishpen Charters Merimbula	Low	Low	Inform	▪ Community webmap input
EAT Merimbula/ Jazz festival	Low	Low	Inform	▪ Community webmap input
Merimbula Twilight markets	Low	Low	Inform	▪ Community webmap input
Fishpen accommodation owners	Moderate	Low	Inform and consult	▪ Email and phone liaison
Waste collection - Cleanaway	Moderate	Low	Inform and consult	▪ Email and phone liaison

2 Stakeholder engagement outcomes

2.1 Workshop outcomes

Four stakeholder and community workshops were held during the development of Study to inform the Understanding Place and Understanding Movement steps in the Movement and Place Framework. This included:

- > Workshop 1 – TfNSW stakeholders (31 May 2022)
- > Workshop 2 – Bega Valley Shire Council stakeholders (2 June 2022)
- > Workshop 3 – Merimbula Chamber of Commerce (16 June 2022)
- > Workshop 4 – Community members and Access and Inclusion Committee (21 June 2022).

Workshop outcomes are outlined in the following sections and incorporated into the findings of the *Context Report*.

2.1.1 Workshop 1 – TfNSW stakeholders

Place

- > Introduction of slow speed environments (30 kilometres per hour) supports place making, and should be implemented proactively. This has successfully been implemented in Moruya. Market Street is an ideal place for this.
- > The existing foreshore areas are excellent places to visit and already provide great amenity.
- > Tourists are generally accepted in the town of Merimbula due to the history of visitors since the 1980s, and it is expected that during summer peak periods traffic becomes very congested.
- > Due to topographical constraints in Merimbula, increased urban density is likely to mean that buildings become higher rather than outwards.
- > Perceptions in Merimbula are split between retaining the sleepy fishing town and embracing growth in density.
- > Main Street – Market Street - Beach Street is the heart of the CBD and requires revitalisation
- > Planning for bushfires and sea level rise is critical.
- > Remove car parking on the Beach Street foreshore.
- > Provide awning and shelter in key places for improved alfresco dining.

Active transport

- > Use of E-scooters is likely to emerge in NSW, and the active transport network needs to be flexible for this.
- > E-scooters are a viable alternative, particularly for tourists and visitors who would most likely use them over the local community because of demographics.
- > Reid Street is steep and accommodation land uses are not supported by footpaths.
- > Opportunities for improved active transport infrastructure on Reid Street and Monaro Street to access the CBD.
- > It is difficult to cross Market Street and Merimbula Drive.
- > There is good connectivity to Bar Beach from the waterfront.
- > Provide kayak and paddle board parking at the Beach Street foreshore and Fishpen foreshore catering for tourists.
- > Develop wayfinding scheme that is also legible for vision impaired people.

Public transport

- > Bus services should focus around tourism periods and catering for Port of Eden and Merimbula Airport customers.

- > Larger bus vehicles should be replaced with smaller vehicles that operate on-demand as this is beneficial for smaller towns.
- > Flexi-bus services should be extended over longer periods of the day and week and greater coverage across the region.
- > Investigate improved coach stop areas in Merimbula town and airport.
- > Public transport connections are needed for people living in surrounding suburbs to access Merimbula.
- > Public transport stops should comply with Disability Standards Accessible Public Transport (DSAPT) requirements.

Road network

- > Electric vehicles are going to become more popular in the future, and by 2056, half of new vehicle sales will be electric vehicles.
- > It is difficult to turn right on the CBD bypass from Palmer Lane to Market Street.
- > Market Street would benefit from becoming a one-way shared zone environment.
- > Cars are the dominant mode of transport in Merimbula. It is important to be aware that cars will remain dominant in the future for access to the town, but it would be good to get people out of cars within the town. Car storage is still going to be important.
- > Investigate opportunities for improved north-south access along the Princes Highway.

Parking

- > Parking should be positioned away from key places such as the foreshore areas and Market Street, and people should be able to easily make their way to visit these places via walking and cycling. These connections need to be legible and obvious.
- > Electric vehicle charging spots and infrastructure will need to be provided on street and within developments.
- > Electric vehicle charging may need to be provided on suburban streets to make up for the lower amount of parking in developments.
- > Merimbula is identified by the Department of Planning, Industry and Environment as an optimal location for electric vehicle charging areas. Princes Highway is marked as a EV super highway.
- > The Park Street car park is difficult to navigate to, and circulating vehicles may get forced into the CBD.

2.1.2 Workshop 2 – Bega Valley Shire Council staff stakeholders

Place

- > Short Point Beach, Merimbula Wharf, Merimbula Boardwalk and Top Lake are popular places for tourists.
- > Alice Street should become more of a place for people because it has good connectivity in the CBD.
- > Works are planned for Rotary Park to upgrade the parking area, but does not necessarily increase parking.
- > Consider relocation of the Ford Park markets to within the CBD on Market Street.
- > The intersections of Market Street with Main Street and Merimbula Drive should be converted to places for people.
- > Develop town mapping and wayfinding for Merimbula.

Active transport

- > There are a number of through-site pedestrian links within the CBD which should be retained and encouraged in new development.
- > Beach Street and the intersection with Market Street is a high pedestrian activity zone.
- > The wombat crossing in front of Aldi works well as a traffic calming device and is safer for pedestrians. More crossings like this are required.
- > Merimbula Lake foreshore is a high pedestrian activity zone.
- > It is difficult for cyclists to cross from Fishpen Road to Arthur Kaine Drive shared path.
- > There is a pedestrian pinch point around the ANZAC Memorial on Beach Street as footpath is disconnected.
- > Work with TfNSW to implement active transport infrastructure trials before committing to funding for these projects.
- > Provide bike parking in multiple destination areas.
- > Provide active transport connection to Mirador and Tura Beach. Utilise the fire trail between Mirador and Tura Beach for walking and cycling.
- > A lot of water activities take place in Merimbula Lake, and people need good access to the water.
- > A ramp was added on Beach Street foreshore for easier access to the water.
- > There is a number of DA's either recently approved or under assessment, particularly in Beach Street, Market Street, Park Street and Main Street. This Study will certainly be welcomed to assist the development assessment team plan and direct contributions from private developers.
- > Market Street Bridge is a pinch point for cyclists.

Public transport network

- > Monaro Street is a significant bus route.

Road network

- > Monaro Street often becomes the alternate CBD bypass route when Merimbula Drive is affected by groundwater issues.
- > There is poor legibility of the CBD bypass route
- > Upgrade intersection of Main Street and Sapphire Coast Drive.
- > Consider a one-way vehicle loop on Market Street (south to north), Alice Street (north to south) and Beach Street (east to west). Convert the remainder of Beach Street to one-lane street with 45 degree angle parking and increased space for people.
- > Fishpen Road is a good example of where one way road has worked well.
- > There is congestion during peak periods on the CBD bypass and connecting between Sapphire Coast Drive and the Merimbula Bridge, and at the intersection of Fishpen Road and Arthur Kaine Drive.

- > Upgrade intersection of Arthur Kaine Drive and Market Street to signalised intersection.
- > Convert Ocean Drive from Mitchies Jetty to Ford Park to shared zone and one way for vehicles. Elizabeth Street and Marine Parade to remain as two-way.
- > Customers to the Aldi and Woolworths should be using the service lane that was constructed and avoid using Main Street.
- > Roadways are generally wide in Merimbula and there are many opportunities to constrict pavement widths to slow down vehicles and reduce heat from the road surface. This also creates space for on-street parking spaces.
- > One way streets and shared spaces will impact on servicing including waste and emergency.
- > The CBD Bypass is confusing and merging lane is not clearly defined.

Parking

- > There is a perception of lack of parking within the community.
- > Parking is needed for places to function.
- > Upgrade Merimbula Boat Ramp parking area to accommodate more spaces.
- > Upgrade capacity of Boat Ramp parking on Arthur Kaine Drive to get people out of cars before entering the CBD or Fishpen.
- > Install smart parking sensors that indicate parking availability within the CBD. Have digital signage for this at the town entry points to avoid vehicle circulation.
- > Use planning contributions to provide parking elsewhere in proximity to new developments.
- > Parking is challenging to manage at Bar Beach and the Wharf.
- > Relocate the Beach Street foreshore parking area.
- > Parking needs to support the places that facilitate water activities.
- > A kiss and drop was successfully implemented in Pambula Beach. Mitchies Jetty and Fishpen are ideal places for this. Parking needs to be relatively close by.
- > Provide surfboard and kayak parking at Spencer Park, Mitchies Jetty, Top Lake and the Boat Ramp.
- > Provide drop off zones in the CBD in the Park Street car park and on Beach Street. This is good for future autonomous vehicles that will drop people off.
- > Consolidate RV parking at the Boat Ramp car park.
- > Wayfinding needs to show consolidated parking areas.
- > Park Street is potential location for electric vehicle fast charging spaces.
- > Paid parking could produce revenue for Council to implement the Study. It should be investigated whether paid parking is required.
- > Paid parking could be seasonal.
- > The community are already concerned about the timed parking and lack of all-day parking.
- > Smart parking trial data revealed that parking is not fully utilised including in peak periods. Indicating need to better inform locations.
- > Consider multi-storey parking at the Park Street car park.
- > Expand parking capacity at Spencer Park.
- > The Park Street toilet area drop off works well as a drop off area

2.1.3 Workshop 3 – Community and Access and Inclusion Committee

Accessibility

- > Merimbula's CBD is located on a steep grade (Market Street and Alice Street) and is difficult to walk on with mobility issues. And there is not much to be done for this.
- > Access issues in Merimbula can affect people's choices to participate in the community including going out for shopping and socialising.
- > The height of kerbs is an issue throughout Merimbula as it can be difficult for people with mobility issues to step up, including when they exit a parked vehicle or cross the road.
- > The signalised intersection of Palmer Lane, Market Street and Monaro Street has long wait times for pedestrians and some people try to cross diagonally.
- > The signalised pedestrian mid-block crossing on Market Street works well as it is accessible for pedestrians as it is ramped to the road.
- > Hylands Corner is difficult to access with mobility issues. Hand rails or bollards to hang on to would greatly benefit people in this area.
- > The Tura Beach Woolworths is a popular destination for shopping for people with mobility issues because the car park is fully accessible and flat.
- > Mobility scooters are generally not used in Merimbula. It would be difficult to navigate on some of the steeper roads.
- > Brick pavers tend to become uneven and can become a trip hazard for people on footpaths.

Tourism

- > Integrated and informative wayfinding is missing in Merimbula that tells people where points of interest and accessible parking spaces are. This is also important for first time visitors to Merimbula who would benefit from signage and gateway treatments.
- > Accessibility improvements need to be extended into accommodation areas within Merimbula.
- > It is difficult to access Top Lake from Monaro Street because it is very steep.
- > Fishpen and Mitchies Jetty are quite accessible because there is low traffic volumes, slow speeds and adequate walking and cycling facilities.
- > Council is developing the Short Point Beach car parking area to include fully accessible facilities including an accessible ramp, footpath, accessible picnic tables, accessible toilet and viewing platform.
- > The elevated walkway along Lake Street is a fantastic facility and is highly utilised for recreational active transport.
- > The Merimbula Airport is major advantage for the region.

Community transport

- > The on-demand bus service is frequently used by the community. There have been no complaints around areas serviced or the time periods serviced.
- > A community transport service is provided by the NSW Government, which provides transport for appointments, shopping etc. for older people and people with mobility issues.
- > Local clubs including the RSL clubs provide transport services for patrons.

Parking

- > Having adequate accessible parking spaces is important and this issue has improved over time.
- > Accessible spaces should be provided around all points of interest within Merimbula.
- > The retail areas of Merimbula are fairly well serviced by accessible parking spaces, including by Park Street car park which has a number of disability parking spaces and is connected via shopping arcades.
- > Parking, including accessible spaces, are provided on Beach Street. This works well for people accessing the CBD and the foreshore.
- > Disability parking spaces are provided at the RSL carpark, which improves accessibility across town.

- > It can be difficult to get parking spaces during the summer peak periods.
- > The Park Street car park contains many motorcycle spaces that are not highly utilised. An option is to convert some of these spaces to mode accessible spaces.
- > The car park behind the post office is difficult to access because there are stairs.

2.1.4 Workshop 4 – Merimbula Chamber of Commerce

Place

- > Short Point Caravan Park is a top destination in Merimbula, and is only accessed via driving as there is no infrastructure for safe walking or cycling.
- > Spencer Park is highly used for fishing and picnicking.
- > The Lake is a key focus of the town, and active transport infrastructure should be linked along the shore of the lake.
- > The Merimbula Boardwalk is a key feature of the town and focuses on the Lake. There is a grant to widen this to allow for cycling.
- > The Aquarium Wharf is a popular area to visit.
- > Provide urban design upgrades and beautification on Beach Street foreshore.
- > Hylands Corner is the heart of the CBD and needs to be upgraded. Ideas for this area are playground/ kids pool area, amphitheatre style seating for events. The CBD Landscape Masterplan has good ideas for this area.
- > Hylands Corner needs to be better connected to the Beach Street foreshore.
- > The Winter Sun Festival worked well as Market Street was closed for vehicles.

Accessibility

- > A big problem in Merimbula is high kerbs that are difficult for people with mobility issues to cross the road safely. There is a lack of kerb ramps on most streets.

Active transport

- > Increased uptake of walking and cycling in Merimbula would take pressure off the road network and reduce congestion and parking issues.
- > The walkway along the lake, across the Market Street Bridge and south to Pambula as well as the Fishpen foreshore is very walkable and highly used.
- > The area requiring the most upgrade to active transport infrastructure is around the intersection of Beach Street and Market Street. The ANZAC monument disrupts the shared path and pedestrian are forced to walk on the road. Works are needed to fill the gap in the path here.
- > A key active transport project is to complete the gaps between the Beach Street foreshore and the elevated walkway on Lake Street. This would create a continuous path from Bar Beach to Pambula.
- > A safe pedestrian and cycling link needs to be provided to Short Point. A shared path would be good on Cliff Street, Main Street and Short Point Road.
- > Cliff Street needs active transport infrastructure connecting to Short Point Beach.
- > Footpaths are in a bad state around Spencer Park, Rotary Park and the Public School and require upgrade and also gaps need to be filled.
- > Cycling is facilitated on Market Street south of the Marina where on-street car parking ceases.
- > Walking paths are disconnected at the start of the Merimbula Boardwalk at Fisheries Carpark. Pedestrians are forced to walk through the carpark to begin the track. There should be a path that goes around the car park.
- > The Lake Street elevated walkway should be expanded to the Aquarium Wharf because this area is not friendly to active transport users. This would be a game changing project, though costs would be large.

- > There are no footpaths on Merimbula Drive north of the Ocean View Motor Inn. There is a lot of accommodation places here but no active transport infrastructure. This needs connection to Beach Street and Market Street foreshore walks.
- > The Lake Street shared path is highly used.
- > There is plenty of space in Spencer Park to provide active transport infrastructure. The small culvert bridge needs upgrading as it is poor for pedestrians.
- > There is lack of path south of Mitchies Jetty on Fishpen Road. The shared path needs to be extended across the foreshore to Mitchies Jetty and to Ocean Drive all the way to Ford Park to better access Main Beach.
- > Provide better links to Lakewood Drive from the Merimbula Boardwalk.
- > An accessible pedestrian crossing is needed on Merimbula Drive near the intersection with Market Street because it is dangerous to cross here.
- > Improved pedestrian crossings are needed on Market Street between Main Street and Beach Street.
- > An accessible pedestrian crossing is needed on Beach Street at the intersection with Market Street.

Public transport

- > Public transport is perceived as unreliable and does not connect to many areas.
- > A hop-on hop-off that did laps in peak season would work well for tourists. Key areas to be linked include Short Point Caravan Park, Long Point Wharf, Merimbula Drive accommodation area, Pambula Beach, Pambula Golf Club and Pambula. This would reduce traffic in town and operate in peak hour travel times only.
- > It is important to have timetabled bus services because people want to have a reliable service and know that they can get to their destination. Sometimes the on-demand bus won't take you to your destination.

Road network

- > Widening of the bridge is unlikely to get approved.
- > During peak times, traffic can back up past the airport on Arthur Kaine Drive because only one entrance and exit to town in the south.
- > Market Street should be upgraded to a place for people with improved active transport links and safety. Examples of this working are Church Street, Parramatta and in Penrith town centre.
- > Market Street is a key area for implementing a one-way road network. Alice Street would only be suitable for increased vehicle movements if works were done to improve safety and sight lines for all users including at intersections with Main Street and Beach Street.
- > Alice Street is quite steep and there is a hump in the roadway. Alice street cannot currently provide increased traffic flow without upgrades.
- > The intersection of Market Street and Main Street is dangerous because people speed around the corner because the intersection is wide.
- > A lot of people use the rear service road from the Aldi car park as a short cut to go north through the town, which is not ideal because need to go through a car park to get to it.
- > Traffic flow will be improved following the upgrade of the intersection of Berrambool Drive and Sapphire Coast Drive.
- > The CBD Bypass has removed a lot of through traffic on Market Street.

Parking

- > Parking issues used to be worse prior to the development of Woolworths and Aldi carparking. Parking availability has improved greatly following from this as large amounts of parking are available in the north of the town.
- > The Beach Street car park is a key piece of public land that focuses on the Lake. This should be redeveloped into a place for people and for markets/ events.

- > Parking on Beach Street is not uniform ie it is made up of a mix of parallel and perpendicular parking. Uniform perpendicular parking would provide more spaces and give greater views for people arriving at the foreshore.

2.2 Other engagement outcomes

2.2.1 Sapphire Coast Buslines

Accessibility

- > Merimbula has a number of accessible bus stops, and community members are aware of where they need to go to catch buses with special needs.
- > Majority of bus customers get dropped off and picked up on Main Street near the Woolworths, Aldi and Mitre 10. It is recommended that permanent bus shelters are provided here and these stops are maintained including if a one way is loop is introduced in the CBD.
- > Recommended to put permanent bus shelters on Market Street at Hylands Corner and outside of Twyford Hall.
- > If bus stops were consolidated in the CBD at Park Street, customers would need to walk a long way to the supermarkets on Main Street. This would be difficult for people with trolleys and mobility issues.
- > The majority of bus users are elderly people and they cannot walk long distances to get to their destinations.

Road network

- > Buses are unable to access Short Street because they are too large and require use of private road. This is where the Bimbimbie LifeCare is located and is accepted because buses provide service to LifeCare residents.
- > Only school buses go into suburban areas because the vehicles are smaller and can navigate the roads better.
- > Lakewood Drive works well for buses.
- > Buses can be accommodated on a one-way network within the CBD with re-routing.

Tourism

- > It is difficult to timetable bus services with airline arrivals and departure because of constantly changing flight times and airline carrier changes.
- > There is no space for buses to stop within Merimbula Airport, and buses must stop within no stopping zones on Arthur Kaine Drive.
- > The southbound bus stop outside of Merimbula Airport is located within a shared path.
- > A new bus stop location is proposed 200 metres from the Airport entrance, which is not sufficient for people carrying baggage who may have mobility issues.
- > The people that use the airport are mainly locals – not tourists. Tourists are generally self-sufficient and bring their own cars. Therefore there is not a larger uptake in buses during peak season.
- > A coach tour operates in Merimbula, with stops for photo opportunities at Short Point, near to the Wharf (outside of busy periods) and Mitchies Jetty. It is recommended to develop a scenic drive for tourists.

On-demand buses

- > Two on-demand bus services are operating in the Sapphire Coast, with 10.8 metres vehicles. Services operate six days a week except for Eden which is 5 days a week.
- > Approximately 100 trips per day are made by on-demand buses across Merimbula, Eden and Bega on a busy day.
- > Services are booked via an app or by phone call. Usually older demographics prefer to call Sapphire Coast Buses to organise pick up rather than use the app. A lot of work is done by Sapphire Coast Buses to negotiate to consolidate trips with customers. A new booking system is being investigated.

- > Sapphire Coast Buses will usually arrange to pick up multiple people in one trip and consolidate travel times.
- > It is difficult to change bus fleet to different vehicles after initial investment has been made as it is seen as a waste of money.
- > There is no observable difference in patronage between peak season and non-peak seasons.
- > Uber is reluctant to extend to regional locations in Australia.
- > There has not been a great need from the community to extend the on demand services to other suburbs.

School bus services

- > A school holiday pass is available for children to use.
- > Adults are also able to catch the school bus services.
- > Council is investigating removal of buses on Sapphire Crescent/ Beverley Street because the road is narrow (9 metres). A survey revealed that residents of Beverley Street who have children want to keep school buses here, and residents who do not, want to remove buses here. Approximately 50 kids get picked up here.
- > High school children are able to walk further independently to catch the bus than primary school kids, and services reflect this by consolidating pick up points for older kids.
- > Older kids are able to be picked up on Arthur Kaine Drive instead of within Fishpen precinct.

2.3 Webmap outcomes

2.3.1 Council staff

Council staff were invited to participate in an interactive webmap in which they were asked to pin transport related ideas and issues on a map of the study area. The points categorised by the mode of transport are shown in **Figure 2-1**.

A total of 59 ideas and 36 issues were collected, and are listed in **Table 2-1**.

Figure 2-1 Webmap output (Council staff)



Table 2-1 Webmap results – Council staff

Comment	Mode	Type	x coordinate	y coordinate
The only access across Merimbula Lake, not only for vehicles but for active travel modes as well and I think that currently it is too vehicle orientated and needs to be improved to provide more space and amenity to active travel modes.	Active transport	Idea	149.9097511	-36.894725
Make share zone 10km hour between beach street and main street	Active transport	Idea	149.9106162	-36.88849518
Extend shared pathway to Wharf	Active transport	Idea	149.9187044	-36.88782615
Install a gradually sloping path along the embankment to facilitate access between new Service Rd and foot bridge for wheelchairs, parents with prams and bike riders.	Active transport	Idea	149.9101562	-36.88559567
From 2021 Merimbula Town Summit Report: Upgrade the boardwalk tracks. Will further assist in reduction of people using private vehicles and parking amenities.	Active transport	Idea	149.9085306	-36.89427776
Widen board walk to be safe for use by bicycles	Cycling	Idea	149.9078039	-36.8945534
Connect Mirador and Tura Beach by creating bike path here. Use historic tram way.	Cycling	Idea	149.9160007	-36.88278032
Convert carpark to park. Bicycle parking?	Parking	Idea	149.9115482	-36.8886585
Provide 90 degree parking?	Parking	Idea	149.9104499	-36.89127322
If we put a deck on one of the car parks will it be this one or Palmer Street?	Parking	Idea	149.911795	-36.88736277
would be great to convert this parking to public foreshore for recreation	Parking	Idea	149.9119237	-36.88836675
Car park is very confusing with its existing pockets of places - certainly needs more spaces rather than a reduction, but would benefit from redesign to a different layout so you don't have to go in and out (if you don't see a bike or small car in spots)	Parking	Idea	149.9117574	-36.88853193
Create a parking area in the space of the current informal parking area, with lighting to cater for increased growth at airport. (would look nicer and be safer whilst adding benefits)	Parking	Idea	149.9025201	-36.91008052
For fisherpeople, have a dropoff location to unload their bulky recreational goods temporarily and then park somewhere to return to fish	Parking	Idea	149.9273692	-36.89857101
Can there be formalised verge parking along Ocean Drive. there needs to be more parking for peak season, and people do park like this anyway... it's an amazing location with little parking, don't want another car parking area though..	Parking	Idea	149.9185394	-36.8944011
How about a drop and go park, so when you have kayaks and beach stuff you can park close to drop it off and then go and find a park.	Parking	Idea	149.9186467	-36.89442684
Parking overflows onto road over busy periods, there could be signage to direct over flow parking, or time limits for parking	Parking	Idea	149.9241439	-36.8947679
Supportive of a drop off zone, as it is a busy parking area with limited spots	Parking	Idea	149.9273411	-36.89881769
Need more car parking spaces	Parking	Issue	149.9184254	-36.89446759

Comment	Mode	Type	x coordinate	y coordinate
Across from the airport is an informal parking place which looks messy and has no lighting.	Parking	Issue	149.9023913	-36.91028641
Car parking and turn around - once you get here you are committed as no way to turn around... needs signage up road to let traffic know.. car parking similar to Tathra headland project... other car parking and then walking and cycling to facility..	Parking	Issue	149.9273263	-36.89871258
Pedestrian connectivity to here from Main and Market Streets?	Pedestrian	Idea	149.9106041	-36.88540625
Is it possible to reduce the lane width and increase the footpath width across the bridge?	Pedestrian	Idea	149.9099657	-36.89489232
This intersection is used by pedestrians to cross from Market Street to Fishpen and Dunns Lane - but needs better pedestrian priority and crossings.	Pedestrian	Idea	149.9111781	-36.89565596
Pedestrian crossing here - just picking up on the line of the jetty?	Pedestrian	Idea	149.9106109	-36.89115953
Need pedestrian access across road. The start of the boardwalk is here and currently people just run across. A concept has been developed for the carpark at this location which you can see online at Merimbula Boardwalk project page.	Pedestrian	Idea	149.9089381	-36.8935593
Create either an over or under pass for pedestrians to cross the road between the (currently informal) parking and airport terminal/ aviation precinct.	Pedestrian	Idea	149.9020909	-36.91052661
Path from Fishpen to cafe... most people that visit Fish pen then get fish and chips for lunch	Pedestrian	Idea	149.9183087	-36.89467996
Ideas from 2021 Merimbula Town Summit Report: Footpaths from top of Merimbula Drive down	Pedestrian	Idea	149.897279	-36.88829101
From 2021 Merimbula Town Summit Report: Improve the pedestrian connectivity through the Town centre to enhance accessibility for all individuals whilst further encouraging a reduced dependence on private vehicles.	Pedestrian	Idea	149.9105637	-36.88880332
From 2021 Merimbula Town Summit Report: Link major streets within the Merimbula Town providing better accessibility for both pedestrians and vehicles.	Pedestrian	Idea	149.9093889	-36.88775643
This crossing is really hard to navigate with prams/mobility aids	Pedestrian	Issue	149.9103788	-36.88773175
Pedestrian Link with new bridge has stairs from new Service road down. Problems for wheel chairs, parents with prams and push bike riders.	Pedestrian	Issue	149.9103117	-36.88566861
Need a pedestrian refuge/island on this section of SCD somewhere between Main Street and Merimbula Drive intersections. Very hard to get a safe break in traffic to cross the road and vehicles often speed along this section.	Pedestrian	Issue	149.9066881	-36.88635015
Need a continuation of footpath alongside Fishpen Road. The footpath ends at about this point, then pedestrians walk on the roadway around to Mitchies Jetty and beyond.	Pedestrian	Issue	149.916344	-36.89346794
Footpath required down to short point - can be dangerous walking the dog to the dog park. Busy area next to the caravan park with lots of foot traffic	Pedestrian	Issue	149.9281956	-36.88835202
This area should be identified as a priority project. The existing open channel and pedestrian bridge could be removed and box culvert installed therefore providing a better solution for carparking in this well utilised public space	Pedestrian	Issue	149.9196667	-36.88811048

Comment	Mode	Type	x coordinate	y coordinate
There is no obvious pedestrian corridor or connectivity between main street and the new bridge	Pedestrian	Issue	149.9101472	-36.88615504
Footpath required at the eastern end of fishpen rd. Pedestrians are directed to, and walk along, the road	Pedestrian	Issue	149.9177001	-36.89386182
From 2021 Merimbula Town Summit: Pedestrian accessibility throughout the Town Centre has been recognised as an ongoing issue for many community members due to the dominance of private vehicles	Pedestrian	Issue	149.9105773	-36.8879849
From 2021 Merimbula Town Summit Report: Many community members love walking particularly along the foreshore areas of Merimbula but accessibility within certain points is limited or not safely reachable.	Pedestrian	Issue	149.914339	-36.88758921
I'd love to see the village vibe start from here - narrow road width, more landscaping, 30km hour. This is the beginning of the towns activity/activation and vehicles should come secondary to pedestrian/cycle movement	Place	Idea	149.909837	-36.89830289
I like the treatment of Fishpen Road - it works well and amenity is great.	Place	Idea	149.9141446	-36.89356022
Remove car park and provide public space and amenity.	Place	Idea	149.9115282	-36.88866466
Ideas from 2021 Merimbula Town Summit Report: The views along the foreshore walk are hidden by infrastructure, mangroves and community amenities. Activate the foreshore and surrounding greens space for more individuals can utilise and enjoy Re-engineering	Place	Idea	149.9118754	-36.88849875
From 2021 Merimbula Town Summit Report: Refresh of Main Street (promenade), including more planter boxes and public art	Place	Idea	149.9110197	-36.88891916
There is very little landscaping here making it an unattractive place - even to park. This carpark seems to be oversized. Whenever i drive through palmer lane weekdays and on weekends it's only 20% full	Place	Issue	149.9094565	-36.8886028
This batter is very unsightly as the entrance into Merimbula. It could be landscaped.	Place	Issue	149.9074543	-36.88536556
It would be good if this section of Market St were one-way and allowed wide footpath areas for al fresco dining and other activities	Road network	Idea	149.9106041	-36.8882981
Moruya recently changed its main street to a 30km zone - can we do that here?	Road network	Idea	149.9103681	-36.89511969
Add roundabout to reduce traffic speed entering Merimbula and improves access to boat ramp and parking area.	Road network	Idea	149.909926	-36.89819186
With a large proportion of the traffic being through traffic to Pambula or the airport, please retain a 50km/h limit, no lower as it keeps traffic flowing. Any lower on busy days could cause a back log towards town and would just be an inconvenience.	Road network	Idea	149.9101267	-36.89498885
It would be good to have two lanes on both sides from town to the airport	Road network	Idea	149.9104271	-36.89728403
Traffic lights would be good here now that the left has increased retail and the right will soon have additional residential units	Road network	Idea	149.9106383	-36.88681194
Widen Cabarita Place between Monaro St and the Learning Centre. On Monaro St, remove parking in this place and create slip/turning lanes.	Road network	Idea	149.9098913	-36.89004548
Should have a slower speed limit, this is a busy place, should encourage pedestrian movement in this area	Road network	Idea	149.9107825	-36.89035537

Comment	Mode	Type	x coordinate	y coordinate
It's difficult to turn right from Monaro St into Market St at this intersection, even though Monaro St is the CBD bypass	Road network	Issue	149.9103681	-36.88967963
I find the visibility at this intersection (coming north up Market street) for turning in either direction along Main Street really difficult	Road network	Issue	149.9105826	-36.88677067
Can be really hard to turn right at this intersection (coming from Woollies to go towards Berrambool)	Road network	Issue	149.906849	-36.88608417
Vehicles turning right into Merimbula Drive from Main Street block the sight line of vehicles turning left	Road network	Issue	149.9069563	-36.88612708
It's hard to see at this intersection - turning out of Market St as the road is steep and parked cars block sightlines	Road network	Issue	149.9105826	-36.88687364
Between Monaro St and just past McDonalds Driveway on Cabarita place has a high volume of traffic and be challenging, especially when traffic using it as a through road are driving fast.	Road network	Issue	149.9099154	-36.8900916
Turning arrow required out of Monaro st onto Market street	Road network	Issue	149.9105075	-36.88953376
I would suggest a roundabout here not traffic lights	Road network	Issue	149.9105075	-36.8868007
Existing Aldi you must turn left which to get out of Merimbula eg to Bega you need to drive through main street or do a u turn	Road network	Issue	149.9101052	-36.88660763
Since completion of the Merimbula CBD Bypass, this intersection is really difficult to use safely when turning out of Main St (both ways) and trying to turn right from SCD into Main St. I often drive around the block to avoid it.	Road network	Issue	149.9068329	-36.88619568
Often a long queue to turn right on sapphire coast drive	Road network	Issue	149.9070519	-36.88612072
Road width no wide enough for two cars, let alone the pedestrians which also walk along there due to the lack of footpath. Make Ocean Dr One Way	Road network	Issue	149.9168418	-36.89511111
Insufficient width for two travel lanes and parking on both shoulders. Make road one way continued from Fishpen Rd and Ocean Dr	Road network	Issue	149.91343	-36.89487945
Lanes need better definition. RH Lane should have to turn right on all legs. LH lane should be for through traffic and LH turn.	Road network	Issue	149.9105343	-36.88967276
Traffic Signals need better prioritization. Should consider RH turn priority, or let one leg go at a time	Road network	Issue	149.9104431	-36.88973283
RH Turn from Fishpen Rd to Market St difficult due to centre median. Use of acceleration lane is limited due to this issue	Road network	Issue	149.9110943	-36.89560233
Poor sight distance and safety buffer between parking and travel lanes	Road network	Issue	149.9150045	-36.89601074
SUP and kayak embarkation and disembarkation / access point?	Water transport	Idea	149.9127391	-36.8881179
Include wayfinding directional signage to Council car park on Park Street	Wayfinding	Idea	149.9062911	-36.88792912
Wayfinding directional signage to Park Street carpark	Wayfinding	Idea	149.906216	-36.8886156
Needs signage about this car parking area as it is a bit hidden away from main street	Wayfinding	Idea	149.9094132	-36.88877435

Comment	Mode	Type	x coordinate	y coordinate
Needs directional signage from main street to the public toilets	Wayfinding	Idea	149.9098316	-36.88895884
Needs a tourist sign say in the park of all the locations around Merimbula and then directional signage (say colour coded or numbered) to help to then find these locations... so many attractions in Merimbula	Wayfinding	Idea	149.9189672	-36.88788192
Nice to have a sign also about all the walks grades, distance, to certain attractions	Wayfinding	Idea	149.9192032	-36.88796773
Directional signage to board walk, no idea it was there for a long time	Wayfinding	Idea	149.9087762	-36.89359454
Directional signage to go past the shed to get to the board walk, it's a little confusing	Wayfinding	Idea	149.9083416	-36.89435819
directional signage into town and footpath linking caravan park to town, lots of foot traffic	Wayfinding	Idea	149.9270098	-36.88872072
Directional signage to Bar Beach	Wayfinding	Idea	149.926806	-36.8887722
Directional signage to wharf	Wayfinding	Idea	149.9269884	-36.88874646
Directional signage walking link / track from Merimbula to Tura Beach	Wayfinding	Idea	149.9301587	-36.88413835
location of start of Boardwalk not clear and vehicles seem to mix with people in this area	Wayfinding	Issue	149.9087373	-36.89385839
It's unclear from the round a bout or along Sapphire Coast Drive where Merimbula main street is directional signage needed	Wayfinding	Issue	149.906334	-36.88796773
Any new signage should 'tie into' existing orientation signage already on the lake street shared path	Wayfinding	Issue	149.9189613	-36.88795173

2.3.2 Community

A project page and Have Your Say page was developed for the Merimbula Transport Study on Council's website. Community members were asked to submit feedback on issues and ideas for the transport network via an interactive webmap portal. Additionally, individual responses were received by Council, provided in **Section 2.3.2.2**. The webmap was open between 17 May and 31 July 2022. A total of 236 responses were received, which was 89 more than Bega Valley Shire staff respondents. Pins of responses are shown in **Figure 2-2**, and all responses are provided in **Table 2-2**.

Figure 2-2 Webmap portal (community facing)



Table 2-2 Webmap output – Community

Comment	Category	Type	X coordinate	Y coordinate
No pedestrian footpath along busy main road, motorists cut over white line and could collide with pedestrians	Active transport	Idea	149.9	-36.890368
A footpath needs to be implemented to improve access to CBD to residents and tourists in the top of Merimbula Drive section	Active transport	Idea	149.89722	-36.888635
No safe pedestrian access. Motorists cut over the white line and there is a major risk of motorists and pedestrians colliding	Active transport	Idea	149.90034	-36.890416
Dangerous road crossing from Boardwalk into town centre	Active transport	Idea	149.90896	-36.893339
There is no footpath down Merimbula Drive into town. Many residents walk along this road which is very exposed to traffic and dangerous.	Active transport	Idea	149.9009	-36.89045
Despite the speed limit being 60k/h, cars travel down this road at much faster speeds. It is very dangerous for pedestrians and concealed driveways.	Active transport	Idea	149.89935	-36.890128
Slow cars on decent to 50kph. Add footpath for residence to access town.	Active transport	Idea	149.89973	-36.890353
Road width too narrow and poor sight distance from adjacent parking spaces	Parking	Idea	149.91534	-36.895658
Road too narrow, obstructed by informal parking on both sides and pedestrians walking on road.	Road network	Idea	149.91782	-36.894946
RH Turn from Monaro St to Market St often only lets 1-2 cars at a time through. LH Turn from Market St to Market St given priority.	Road network	Idea	149.91052	-36.889619
Acceleration lane from RH Turn from Fishpen Rd to Market St rarely used. Traffic queues on Fishpen Rd for long periods	Road network	Idea	149.91111	-36.895585
Parking on both sides of the road obstructs traffic in both directions.	Parking	Idea	149.91408	-36.89542
There are limited disabled parking places on the eastern side of the CBD. two taxi spots in the parking area along Beach Street are never seen with taxis in them. Could be redesigned as disabled spaces.	Parking	Idea	149.91107	-36.888867
Crossing Sapphire Coast Drive as a pedestrian here is very difficult, especially for the elderly who live nearby (Kalinda/Kowara). Also tennis court users (inc. kids). A Pedestrian Refuge would assist hugely.	Active transport	Idea	149.90666	-36.886524
Lack of bike lane across bridge means bikes either use narrow footpath or have to share road	Active transport	Idea	149.90905	-36.894012
Once open, the access driveway into the new loading dock into The Twyford theatre venue must remain clear 24 hours, as touring shows bump in/out at any time of day or night from large vehicles.	Road network	Idea	149.91109	-36.888731
Provide suitable bus shelter at bus stop	Public transport	Idea	149.91053	-36.888017
Provide suitable bus shelter	Public transport	Idea	149.9091	-36.886941
Provide suitable bus shelter	Public transport	Idea	149.91051	-36.88807
Provide suitable bus shelter	Public transport	Idea	149.91074	-36.888698

Comment	Category	Type	X coordinate	Y coordinate
Unpleasant/unsafe crossing for pedestrians.	Active transport	Idea	149.9112	-36.895658
Bikes are supposed to dismount to cross over the bridge - there is no dedicated cycleway.	Active transport	Idea	149.91003	-36.894938
Narrow footpath is unsafe for pedestrians.	Active transport	Idea	149.9103	-36.895195
No safe pedestrian crossing to the boardwalk from the other side of the road.	Active transport	Idea	149.90894	-36.893556
Messy. Pedestrians need to be able to cross safely here to the pub and commercial businesses.	Active transport	Idea	149.91043	-36.891312
Carpark has prime position and restricts public access to the foreshore	Parking	Idea	149.91145	-36.888708
Too wide for pedestrians to cross safely.	Active transport	Idea	149.91057	-36.88684
No trees or little soft landscaping make this whole area unappealing	Place	Idea	149.90932	-36.888781
Study area is limited and should consider links to popular beaches like shortpoint and bar beach	Place	Idea	149.91899	-36.88786
This intersection still confuses visitors and locals. No blinkers, wrong blinkers. No time to get around cnr. Should be a roundabout	Road network	Idea	149.91057	-36.889613
intersection to Main and Sapphire Coast Drive is a bottle neck consider signalling this intersection	Road network	Idea	149.90686	-36.885856
option for multi level car park	Parking	Idea	149.91127	-36.886955
The angled approaches for each leg to the intersection makes it difficult to see oncoming traffic. Traffic signals need to be better prioritised to reduce conflict points	Road network	Idea	149.91053	-36.889706
Green RH turning arrow comes on when oncoming traffic has green light	Road network	Idea	149.91066	-36.889701
Poor sight distance	Road network	Idea	149.90555	-36.891443
Poor sight distance	Road network	Idea	149.90812	-36.890654
Poor sight distance due to parking	Road network	Idea	149.91568	-36.887054
Poor street lighting for intersection	Road network	Idea	149.89739	-36.888618
No safe place to cross from fishpen to bike path	Active transport	Idea	149.91106	-36.895472
Need an entrance into Aldi from the East instead of having to drive into Woolworths to turn around and enter from the West. It's just crazy!	Road network	Idea	149.90965	-36.886311
Something needs to be done about this dangerous road for residents coming out of their driveways - it's too dangerous. Lower the speed limit and speed bumps near the concealed driveways is needed.	Road network	Idea	149.90113	-36.890224
A footpath is badly needed along Merimbula Drive. These houses are close to town and yet it is not safe for the residents to walk in. They walk along the road which is so dangerous.	Active transport	Idea	149.90148	-36.890207
Footpath along this area is disgusting and a trip hazard	Active transport	Idea	149.90707	-36.886303

Comment	Category	Type	X coordinate	Y coordinate
This is very harsh and ugly area- not consistent with the look and feel of merimbula - needs landscaping, areas that are comfortable to walk and live in	Place	Idea	149.90965	-36.889043
If both lanes are travelling north through this intersection it is a very tight merging lane	Road network	Idea	149.91008	-36.889352
Increase links between pedestrian pathways. Look for ways to increase accessible pathways - merimbula is steep and challenging for people with disabilities	Active transport	Idea	149.91055	-36.885645
Lack of crossings from this area to the bridge - especially at board walk end. People drawn to walk along to lovely foreshore then have to cross the road to continue along the board walk	Active transport	Idea	149.91084	-36.890553
Pathway interrupted by the war memorial and people with poor mobility, children need to walk on the road. Work with RSL to address this	Active transport	Idea	149.9123	-36.888159
Track is fabulous but needs regular maintenance	Active transport	Idea	149.93283	-36.884587
Really poor pedestrian access here - lots of people living in converted motels without vehicles and need to walk in and out town this way	Active transport	Idea	149.89854	-36.889259
Feels very unsafe crossing here as a pedestrian	Active transport	Idea	149.91061	-36.886836
This is a very poor pedestrian crossing and is not wheelchair accessible - consider installing a raised pedestrian crossing	Active transport	Idea	149.91036	-36.887739
No good option for cyclists to cross this bridge - feels unsafe both on road and footpaths	Active transport	Idea	149.90988	-36.894787
Unsafe area for pedestrians and cyclists	Active transport	Idea	149.91116	-36.895645
No continuous footpaths on Cliff street	Active transport	Idea	149.92407	-36.888508
Bike path along Arthur Kaine Drive ends abruptly	Active transport	Idea	149.90969	-36.898109
Remove Mobile Speed Camera Sign - never seen one there	Road network	Idea	149.9037	-36.889551
Need an entry into Aldi coming from south eastern end of Main St and move crossing up to where it is outside Woolworths	Road network	Idea	149.90813	-36.886825
Footpath along this end of Main St & into Reid St is disgusting - need replacing as soon as possible	Active transport	Idea	149.90751	-36.886567
Remove pedestrian crossing outside Aldi - move it up to where the one is outside Woolworths then create an entry into Aldi so that you don't have to drive into Woolworths to enter Aldi coming from that end of town. It's ridiculous the way it is now!	Road network	Idea	149.91015	-36.886773
Please, please put in a footpath along this stretch of road. It is dangerous to walk along the road.	Active transport	Idea	149.90125	-36.890317
A footpath along Merimbula Drive is badly needed. It's too dangerous to walk along the road	Active transport	Idea	149.90164	-36.890205
Busy intersection would be safer with a large roundabout	Road network	Idea	149.91209	-36.862429

Comment	Category	Type	X coordinate	Y coordinate
There is no formal footpath along several sections of Monaro Street especially from View Street upwards and this results in pedestrians including mums with prams walking on the roadway. This is extremely dangerous and deters people walking in the town.	Active transport	Idea	149.90161	-36.891312
this intersection is difficult for pedestrians to cross especially when the traffic flows are constant.	Active transport	Idea	149.90607	-36.88879
Like other high trafficked roads in the study area the lack of a continuous and safe footpath deters people from walking in the town to shops etc.	Active transport	Idea	149.90455	-36.888893
this very sharp right angled turn in the road often results in vehicles swinging out into Fishpen Road into part of the right turn lane. the turn is just too tight for two way traffic at times.	Road network	Idea	149.91504	-36.893578
there is some confusion at this intersection as to who has right of way. this intersection gets busy with the netball courts and access to beach car park.	Road network	Idea	149.91367	-36.89689
problem with the entry/exits to the petrol station. cars travelling from the causeway put on left indicator but not going into Dunns Lane but the PFS. Dangerous at times.	Road network	Idea	149.91079	-36.896718
No pedestrian access from surf beach to the Wharf. Pedestrians have to walk on a narrow road around blind corners.	Active transport	Idea	149.92501	-36.896632
Cliff road surface condition is atrocious.	Road network	Idea	149.92589	-36.888185
There needs to be path access from Wildewoods Cct through to Kowara Crescent to allow residents from this part of Merimbula safe access to town on foot or by bike. The current informal path is rough and often underwater at it's lowest point.	Active transport	Idea	149.90252	-36.88783
Dedicated bike/walking path with signage is required all the way into town along Merimbula Drive.	Active transport	Idea	149.89872	-36.889615
The road and the path need to be separated by a concrete. Cars currently use the shoulder as a lane. Very unsafe for cyclists & pedestrians.	Active transport	Idea	149.90111	-36.890381
Agree with comments: dedicated cycleway and wider pedestrian footpath across the bridge in both directions is required.	Active transport	Idea	149.90932	-36.894459
Safe road crossing for cyclists urgently required as the bike path going south suddenly ends. In peak hour it's impossible and unsafe to cross.	Active transport	Idea	149.91004	-36.897903
dedicated bike lane is required. currently parked cars mean a cyclist has to take the road.	Active transport	Idea	149.9095	-36.892388
Traffic calming measures (eg as in Sale) to make this a safer street to cross. I've watched oldies, mums and kids struggle to get across.	Active transport	Idea	149.91094	-36.890861
A shared path for safe cycling/walking from Merimbula to Tura is required.	Active transport	Idea	149.91598	-36.886905
Blocked access to Aldi from town and very hard to turn around	Road network	Idea	149.90989	-36.886838
The bike path is falling further into disrepair, overgrown with grass and bushes making path very narrow for two way traffic. Well used, perhaps time to renew entire length.	Active transport	Idea	149.90964	-36.898202

Comment	Category	Type	X coordinate	Y coordinate
This intersection is not able to control traffic. Pedestrian access needs to be considered. A safe system assessment would determine the best option.	Road network	Idea	149.91055	-36.886804
This is a pedestrian crossing desire line.	Active transport	Idea	149.91065	-36.888921
Priced parking needs to be considered.	Parking	Idea	149.90928	-36.888511
Priced parking needs to be considered.	Parking	Idea	149.91058	-36.888204
Priced parking needs to be considered.	Parking	Idea	149.90873	-36.88779
Priced parking needs to be considered.	Parking	Idea	149.90832	-36.888848
Priced parking needs to be considered.	Parking	Idea	149.91081	-36.890408
What has happened with the car parking sensors?	Parking	Idea	149.90923	-36.888564
Active transport safety issue with grade.	Active transport	Idea	149.90776	-36.886886
The functional hierarchy of this road is now confusing. Its function and speed environment to not match. A full speed review should be considered across the whole precinct.	Road network	Idea	149.90116	-36.890578
No footpath connection between marine parade footpath and fishpen shared path where it crosses fishpen road	Active transport	Idea	149.91246	-36.893886
Monaro St is a main thoroughfare for pedestrians and as such needs a footpath all the way to Merimbula Drive. Prams, mobility scooters have difficulty maintaining stability in many places and it's unsafe for pedestrians to be on the road	Active transport	Idea	149.9052	-36.891201
Transport study required but it appears that west bound traffic at the end of Main Street typically turns north. This is made difficult by the traffic using	Road network	Idea	149.9066	-36.886484
A bad bottleneck that could be improved by the installation of traffic lights. Difficult to see the southbound traffic on Sapphire Coast Drive due to the dip in the road.	Road network	Idea	149.90682	-36.885811
The little holding bay for northbound traffic turning into Main St is unusual and a potential problem as the give way line on the road has seriously faded. Signalise the whole intersection with two clear lanes - ahead and right turning.	Road network	Idea	149.90694	-36.886094
A bitumen main road be constructed between this intersection and the Princess Highway travelling 260 deg from the	Road network	Idea	149.91202	-36.862429
A main bitumen road be built to connect this intersection to the Princess Highway at the extreme eastern end of Yellow Pinch Drive. The actual heading of this road is about a 260 degrees westerly heading from this Tura Beach roundabout.	Road network	Idea	149.91209	-36.862429
Remove pedestrian traffic lights and create pedestrian crossing. This was created before the bypass, and makes no sense now.	Active transport	Idea	149.91059	-36.888375

Comment	Category	Type	X coordinate	Y coordinate
Remove concrete barriers, seems unnecessary and discourages people parking at Aldi and surrounding shops, hampers businesses	Parking	Idea	149.9103	-36.886785
Is this space public space but was turned into temporary parking? Could be better used as a larger playground, destination place for tourists. Best views in town.	Place	Idea	149.91122	-36.8888
Community may not be aware of what transport options are available to them. Lack of awareness of what is available and what might be possible may prevent community engagement for generation of ideas.	Place	Idea	149.81825	-36.640004
Cars parking on Monaro St force motorists over the centreline to pass them	Road network	Idea	149.90364	-36.891145
Parking area is always full from teachers parking here. Onsite parking should be provided at the school	Parking	Idea	149.91486	-36.887557
Sign obstructs sightlines from lakewood dr. Vehicles don't stop fully at stop sign	Road network	Idea	149.89747	-36.889392
Make a path from Garden Circuit through to the sports oval. At the moment we have to walk all the way to the start of Berrambool Drive to get to the Oval, when we are only meters from the edge of the oval.	Active transport	Idea	149.91001	-36.880672
Make a walking path through to the Sports Oval from Garden Circle. At the moment you have to walk to the beginning of Berrambool Drive to access the Oval.	Active transport	Idea	149.91022	-36.880603
There is need to improve safe bicycle access from bike path to Merimbula town in both directions.	Active transport	Idea	149.91103	-36.895982
Make a path from Garden Circle down to the Oval, so that people can access both the Oval and the CBD easier.	Active transport	Idea	149.91037	-36.880654
A walkway from Garden Circle through to the Sports Oval would be beneficial for people living at that end of Berrambool Drive. Easy access to both the Oval and the CBD instead of walking the whole way around Berrambool Drive to get into the oval.	Active transport	Idea	149.91027	-36.880672
A pathway to the Oval from Garden Circle., instead of having to walk all around the loop in Berrambool Drive to gain access to the Oval and CBD.	Active transport	Idea	149.91021	-36.880549
Additional taxi services for when planes arrive as been none available a number of times	Public transport	Idea	149.89935	-36.911465
As others have stated, no path for pedestrians, is dangerous, particularly on the bendy road	Active transport	Idea	149.9019	-36.89115
No proper right hand turn waiting area into Sapphire Coast Drive from Berrambool Drive. Quite dangerous.	Road network	Idea	149.90728	-36.883607
Merimbula's transport problems & congestion is due to Tura beach and all residents on the northern side of town being forced through Merimbula's CBD when there should be another corridor from Merimbula Tip through to the Millingandi Bypass	Road network	Issue	149.9006	-36.867617
Merimbula transport problems & congestion issue are all caused by forcing all residents north of Merimbula, wanting to go south, through the CBD when there should be another corridor from Merimbula tip through to the Millingandi Bypass	Road network	Issue	149.90021	-36.867669
This would be a great spot for a Public Electric Vehicle charging station. https://www.energysaver.nsw.gov.au/reducing-emissions-nsw/electric-vehicles/electric-vehicle-destination-charging-grants	Road network	Issue	149.91161	-36.887853

Comment	Category	Type	X coordinate	Y coordinate
Underpass to connect boardwalk to town centre	Active transport	Issue	149.90913	-36.893777
Operate a park and ride from Berrambool during holiday periods to ease parking congestion.	Parking	Issue	149.91186	-36.883924
There needs to be consideration given to providing safe pick up and drop off areas for people using entertainment venues in the CBD of Merimbula.	Parking	Issue	149.91042	-36.887836
change the speed limit to 50k/h and introduce speed cushions to slow traffic down.	Road network	Issue	149.89955	-36.89018
Build a footpath from the top of Merimbula Dr all the way into town. There is some beautiful forest along here, the walk could be a nice feature like the Bar Beach walk.	Active transport	Issue	149.90062	-36.890454
Cars are speeding down this hill all day. Slow speed to 50kph	Road network	Issue	149.89902	-36.889971
Prove line marking for CHR intersection treatment on Sapphire Coast Dr. Western shoulder is often obstructed by RH turning vehicle, preventing through traffic. Shift in Road CL may be required and ample room available.	Road network	Issue	149.90678	-36.88599
Provide CHR intersection treatment on Sapphire Coast Drive.	Road network	Issue	149.90677	-36.885982
Make Fishpen Rd, Ocean Dr & Marine Pde one way, in a clockwise direction	Road network	Issue	149.91577	-36.894354
Construct a small roundabout to ease congestion at Main St/Sapphire Coast Drive	Road network	Issue	149.9071	-36.88655
Pedestrian Refuge to assist with safe crossing - a very busy area as it's between residences with many elderly residents and the shopping centre/Clubs	Active transport	Issue	149.90663	-36.886588
Use road verges here as dedicated and marked bike lane	Active transport	Issue	149.90922	-36.89277
Remove the lights at MacDonald's corner & replace with a roundabout. Could you replace traffic with pedestrian crossing lites that blink for few minutes while people crossing.	Road network	Issue	149.90708	-36.886069
Need to be 2 short term (15-20 mins max) parking spots here for drop off/pick up of patrons at The Twyford who have mobility issues, or for deliveries to the Theatre/Hall or businesses across Beach St.	Parking	Issue	149.91104	-36.888777
Retain as all day parking for business owners/workers in CBD	Parking	Issue	149.91253	-36.888101
Retain as all day parking for business owners/workers in CBD	Parking	Issue	149.91333	-36.887803
A shared path to Tura beach along the coastline to create the opportunity for people to cycle into Merimbula, whilst keeping them safe from traffic. Being a shared, it promotes walking as well.	Active transport	Issue	149.93348	-36.863565
Link a shared path to Munn St, so cyclist and walkers can travel to Merimbula. This avoids the potential of accidents on Sapphire Coast Rd, avoids the hill and creates more tourism options.	Active transport	Issue	149.93173	-36.866948
Link the shared path from Munn St, along the coast to Tura Beach. This keeps cyclists off of Sapphire Coast Road, promotes cycling and walking, as it is safer and avoids the hill on S C Rd. and adds to tourism options.	Active transport	Issue	149.91595	-36.886567
Link Munn St, to here with a shared path along the coast. Avoids hills, safe cycling walking route and creates more options for tourism.	Active transport	Issue	149.93163	-36.863675

Comment	Category	Type	X coordinate	Y coordinate
Merimbula needs a weekly flight to Canberra, to many people have to travel for medical reasons, get a connecting flight to other states or over seas. Also nice to have a quick get away, great for all business and holiday people, short travel time.	Public transport	Issue	149.90131	-36.908935
Provide dedicated cycleway and wider pedestrian footpath across the bridge in both directions	Active transport	Issue	149.90978	-36.89468
Provide a safe pedestrian crossing.	Active transport	Issue	149.90896	-36.893668
Provide a safe pedestrian crossing	Active transport	Issue	149.91079	-36.896448
Provide a safe pedestrian crossing.	Active transport	Issue	149.91125	-36.895566
Dedicated cycleway along main road	Active transport	Issue	149.90962	-36.892102
Make open space parkland along the foreshore.	Place	Issue	149.91154	-36.888661
This whole area of Beach Street outside the new theatre could be an amazing town square with paving, lighting, power bollards for street events and extend to the foreshore park (where parking is now). Suggest removal of parking bays and kerb.	Place	Issue	149.91115	-36.888754
Foreshore parkland for the win.	Place	Issue	149.91141	-36.888739
Unfortunately we are stuck with Woolworths, Aldi and Total Tools but it would be great if traffic could leave these shops by turning east down Main Street and not west to exit via Market Street.	Road network	Issue	149.9096	-36.886859
Minimise the need for vehicle traffic down Market Street and promote pedestrian flow across the street and alfresco opportunities	Place	Issue	149.91059	-36.887205
Dedicated cycleway on Main Street	Active transport	Issue	149.91504	-36.886851
A bike/walking path from Merimbula to Tura Beach (and Mirador) would promote exercise and a safer route to Merimbula than Sapphire Coast Drive. A bike/walking track is the missing link.	Active transport	Issue	149.9166	-36.886699
Construct a cycle/walking path from Merimbula to Tura Beach along the coast. This will enhance walking and cycling experiences for residents and visitors.	Active transport	Issue	149.91641	-36.886927
Make Beach St pedestrian friendly in tourist season with all day parking at far end for workers and remove parking along water edge close to centre	Active transport	Issue	149.91155	-36.888569
More parking here above or below ground to make up for decreased parking on Beach St	Parking	Issue	149.90955	-36.888509
Park and ride bus from Eden to Tura in peak times to reduce traffic	Public transport	Issue	149.91021	-36.897662
Park and ride bus from Eden to Tura for tourist season	Public transport	Issue	149.90977	-36.897683
Consider making Market St and Alice St a one way loop to increase pedestrian/shared zone activity in the busy commercial zone	Road network	Issue	149.91058	-36.88746
one street to Beach Street as part of a one way loop system on Market Street	Road network	Issue	149.91148	-36.887657
Construction of Footpaths around Tura Beach. This will allow walkers to get off the road and walk safely.	Active transport	Issue	149.92795	-36.859623

Comment	Category	Type	X coordinate	Y coordinate
consider returning this to public domain area why do the car have the best spots	Place	Issue	149.91176	-36.888584
link the pedestrian link between aldi and woolworths to berrambool footbridge	Active transport	Issue	149.90885	-36.886216
link Berrambool footbridge into the shared path network	Active transport	Issue	149.90935	-36.885603
improve the way pedestrians use this intersection	Active transport	Issue	149.91135	-36.895475
improve connection of pedestrians onto boardwalk from market street	Active transport	Issue	149.90892	-36.89361
option to increase amenity of this area perhaps parkland with parking	Place	Issue	149.91179	-36.887451
link shared path from main street to fish pen to pambula	Active transport	Issue	149.91699	-36.887457
traffic calming in front of school	Road network	Issue	149.91639	-36.887213
beach street one way street single lane with 45 degree parking and increase public foreshore increasing public amenity n	Place	Issue	149.91393	-36.887554
more shared spaces on Market Street and relocate rotary markets to main street to stimulate town centre on weekends	Place	Issue	149.91059	-36.887087
one way loop fish pen and ocean drive	Road network	Issue	149.91614	-36.895291
Traffic Signals need to be prioritised to let one leg through at a time. The two lanes of the southern approach do not allow for queuing RH turn traffic while allowing through and LH turn traffic (LH Lane is too narrow)	Road network	Issue	149.91064	-36.889676
Open up Berrambool Drive permanently to create cycle, walking and car access between Mirador / Tura and Merimbula	Active transport	Issue	149.91378	-36.876638
Create cycleway and walking path between Mirador and Tura Beach (Casuarina Place and Mirador Drive)	Active transport	Issue	149.91818	-36.871716
open up Berrambool Drive permanently - construct walk and riding pathways	Active transport	Issue	149.91344	-36.876451
Improve pedestrian movement through merimbula - beautify the streets and crate seating, public art, landscaping to reduce traffic flow - now there is the bypass, why is main st still looking like a main road?	Active transport	Issue	149.91076	-36.888858
Keep the open foreshore and link to shopping precinct by reducing access to vehicles and landscaping	Place	Issue	149.9113	-36.888863
Bus stop well located but not very people friendly.	Public transport	Issue	149.90982	-36.88912
Generally - continue to provide for park and ride bus and promote this transport option - council to not just focus on physical infrastructure but also the services. Advocacy, planning and promotion of public transport options is essential	Public transport	Issue	149.91088	-36.890476
Continue to maintain pedestrian pathways all around the headland and links to town and promote as walking routes	Active transport	Issue	149.9296	-36.896962
Walkway ends abruptly and very poor pedestrian access to bar beach	Active transport	Issue	149.92464	-36.894011
Comment - love the new works at short point to improve access	Place	Issue	149.93088	-36.884201

Comment	Category	Type	X coordinate	Y coordinate
Improve walkability between merimbula , mirador and tura - walking tracks almost meet up	Active transport	Issue	149.91734	-36.881708
Bike track/ shared pathway between tura and merimbula	Active transport	Issue	149.91427	-36.858568
Install raised pedestrian crossing here to address conflicts with cars failing to give way when crossing this wide street	Active transport	Issue	149.91078	-36.888895
Consider installing a raised pedestrian crossing here to replace the existing crossing where pedestrians must give way to vehicles	Active transport	Issue	149.91059	-36.887524
Build a shared use path alongside this road to Short Point Beach	Active transport	Issue	149.92964	-36.886993
Widen footpath here	Active transport	Issue	149.91661	-36.887339
More bike parking	Active transport	Issue	149.91104	-36.88914
Traffic calming and road width reduction to reduce car speeds and make this area safer for pedestrians and cyclists	Road network	Issue	149.91055	-36.897019
Extend bike path from Arthur Kaine Drive along here and over the bridge	Active transport	Issue	149.91036	-36.897013
Shared pathway between Tura and Merimbula	Active transport	Issue	149.93051	-36.845315
Keep The Community Bus and place more bus stops especially side streets such as Kowara where traffic forces bus to stop in middle of road	Public transport	Issue	149.89639	-36.88528
Make streets safer for buses to stop especially Kowara where bus has to stop in middle of road due to parked cars blocking access	Public transport	Issue	149.89639	-36.884662
Intersection to be a roundabout	Road network	Issue	149.91107	-36.895645
Intersection to be a roundabout	Road network	Issue	149.9111	-36.89557
Sat morning bus for teenage workers	Public transport	Issue	149.92373	-36.847925
dangerous turn into car, boat trailer car park, needs addition of traffic islands ,widened lanes , pedestrians need footpaths on both sides Arthur Kaine Dr where bike track ends	Road network	Issue	149.90991	-36.896932
Create a walking and bike path to/from Merimbula from/to Mirador and Tura Beach. Create side walk and bike paths around Merimbula. This will promote and encourage the community to exercise which will help improve our mental health.	Active transport	Issue	149.91322	-36.886533
Use this existing bridge and upgrade track to create a bicycle link/shared path to Mirador and Tura Beach	Active transport	Issue	149.91639	-36.882457
incorporate cycle link to Lakewood drive, inlay at and tantawangalo drive of boardwalk upgrade	Active transport	Issue	149.90627	-36.895429
I don't feel that the bridge is safe for pedestrians, especially children. The footpath is narrow and unprotected from cars/the bridge edge. A dedicated walkway needs to be made, with safety barriers on either side.	Active transport	Issue	149.90451	-36.838809
Reducing the wide to create a slow speed pedestrian orientated environment.	Active transport	Issue	149.9106	-36.888459

Comment	Category	Type	X coordinate	Y coordinate
Consider making this a higher traffic corridor as Main Street traffic is reduced.	Road network	Issue	149.91147	-36.888098
Install traffic signals to control traffic movement including pedestrians.	Road network	Issue	149.91147	-36.886718
Install traffic signals to control traffic movement including pedestrians.	Road network	Issue	149.91058	-36.886784
Installation of traffic signals.	Road network	Issue	149.91066	-36.888869
Priced parking needs to be considered.	Parking	Issue	149.91167	-36.888623
Install parking sensors.	Parking	Issue	149.91187	-36.888469
Install parking sensors.	Parking	Issue	149.91057	-36.88735
Install parking sensors.	Parking	Issue	149.90998	-36.890374
Make this one way flow.	Road network	Issue	149.9079	-36.886972
Safe system assessment would be helpful.	Road network	Issue	149.90783	-36.886912
Consider narrowing the road an increasing the pedestrian activity area.	Active transport	Issue	149.90819	-36.886968
Provide clearer signage for through traffic as many drivers still stop to give way to vehicles waiting to turn left from Reid st onto Park st.	Road network	Issue	149.90624	-36.88872
Channelised right turn would be of benefit.	Road network	Issue	149.90681	-36.885844
Walking/cycling tracks between Tura-Mirador-Merimbula	Active transport	Issue	149.93253	-36.865472
Cycle lanes. With the popularity of ebikes and cycling increasing dedicated cycle paths warrant consideration. Bikes, pedestrians, prams, dogs crossing through Merimbula and over the bridge is quite hazardous	Active transport	Issue	149.90902	-36.893046
Roundabout with street lighting	Road network	Issue	149.91125	-36.895616
Boat ramp car park too small in peak periods expand parking into airfield area where possible	Parking	Issue	149.90927	-36.897996
Agree a shared path through bush land to southern end of beach for cyclists	Active transport	Issue	149.93599	-36.858046
Shared cyclist path through bush land to link north to south	Active transport	Issue	149.93504	-36.860965
Bridge across gully so shared path can continue north to south	Active transport	Issue	149.9364	-36.857308
Another bridge for shared path through coastal reserve north to south	Active transport	Issue	149.93883	-36.855068
Continue shared path to the point	Active transport	Issue	149.94105	-36.85317
The point end of shared path	Active transport	Issue	149.93581	-36.84735
Reshape the entrance to the bridge from the south to provide a wider, less sharp entrance. A redesigned treatment would provide better access to the bridge and Fishpen Road.	Road network	Issue	149.9108	-36.895634
Better short and long term parking solutions for the airport and nearby business	Parking	Issue	149.90261	-36.910308

Comment	Category	Type	X coordinate	Y coordinate
Footpath all the way to mitchies jetty	Active transport	Issue	149.91742	-36.893659
Widen/extend paved footpath to mitchies	Active transport	Issue	149.91154	-36.894808
Bike path needs to connect to Lake St	Active transport	Issue	149.91539	-36.887444
Cycle link from Merimbula to Tura Beach. But should first finish the Bega to Kalaru safe ride path.	Active transport	Issue	149.91501	-36.864322
Some relatively inexpensive work could be done to the path and some more expensive work could be done on the bridge to link the major areas of Tura, Mirrador and Merimbula with a shared path. Think of the use this would get... far more than Bega to KALARU!	Active transport	Issue	149.91703	-36.882766
The creation of a "Holiday Bus" which is run at peak holiday times throughout the year but primarily during the Christmas New Year's holiday period. \$5 day ticket per person jump on, jump off. It would greatly reduce traffic, parking and transport issues.	Public transport	Issue	149.90995	-36.891441
Might be a good idea to raise community awareness as to what transport options are available at the moment, and what options could be available in the future. This community awareness may even open doors to more ideas...	Place	Issue	149.81124	-36.640914
Replace overhead powerlines with underground electricity to allow provisions of wider footpaths along Monaro St	Active transport	Issue	149.90678	-36.891094
Remove overtaking lane. Use this road width to allow pedestrian pathway. Separate pedestrians and cars with a guardrail.	Road network	Issue	149.90093	-36.890592
Merimbula Drv, Market St and Park St need to be a 2 lane one-way loop to facilitate the volume of traffic, especially during peak season, while retaining parking on both sides of the road.	Road network	Issue	149.90793	-36.887885
Access path from Garden Circle to Berrambool Sports Oval. It's a long way to gain access at the moment.	Active transport	Issue	149.91016	-36.880448

2.3.2.2 *Individual submissions*

A number of individual submissions were received via email, as follows.

Individual submission No.1

- > Inadequate parking facilities at Merimbula Airport.
- > Informal parking opposite the airport needs to be tidied up and possibly extended.
- > Before building work & Covid the airport seemed to be full with cars.
- > It has been very hard trying to get a park for pickup or drop off.
- > Are there designed long term parking spaces? A lot of cars seem to be parked there continuously.
- > Short term pick up spots?
- > Signage of short term spots would be very good.

Individual submission No.2

As someone who cannot drive for medical reasons, I have a deep concern about the lack of accessibility to and from Merimbula to access local services. A lack of access to affordable transport (such as regular bus routes or even on-demand bus routes), prevents me from attending community activities and also results in having to delay access to services. This includes an inability to have reasonable options for travel from Merimbula to Bega return.

Being able to catch a bus anywhere during the day at anytime instead of having to wait 5 hours for the next available bus to go somewhere and extend the bus hours to a little bit later during the night if possible a lot of people rely on the public network system to get to and from work early hours of the morning and some late of a afternoon.

Individual submission No.3

- > There is much room for improvement in walkways.
- > I primarily walk around Merimbula with my young child and would love to walk more, but find that there are many areas unsafe to walk with kids.
- > We live in Fishpen and never walk across the bridge into town, as I find the bridge walkway unsafe, with a narrow walkway (steep bridge edge with large holes in the side on one side, cars close by on the other side).
- > I feel that this section of the bridge needs a protected walkway, with a barrier on either side of the footpath, protecting from cars/ the bridge edge. Despite living so close to town, we always drive, for safety reasons.
- > There are many other areas across Merimbula with inadequate footpaths eg. around Fishpen (walking from Ford Park to Mitchies Jetty).
- > There are many unsafe cliff edges (eg. Bar beach cliff tops in front of car park, Short point clifftops- incredibly unsafe with a steep hill leading to the edge of a cliff, protected by several intermittent bushes only). This area really needs a barrier, to prevent kids from running down/ falling down cliff. Also, the long point walk- the cliff at the end has an inadequate barrier, with large holes in the edges.
- > More footpaths needed in Short Point/ Long Point area. The new walkway at long point is great, but only really accessible from Spencer park area, as there are no footpaths leading down to this area from Long Point.
- > More pedestrian crossings needed (particularly crossing the road near the bridge (on the Pambula side).

3 Public exhibition

3.1 Consultation activities

3.1.1 Public exhibition

The Draft Merimbula Transport Study was exhibited to the public during May 2023. During this time, a total of 136 responses were received through the Have Your Say portal on Councils website, five letters and emails were received from individual respondents and a response from Transport for NSW representatives.

Respondents could choose which set of actions to comment on (ie the signature projects as well as the recommendations groupings). Also as part of the survey, respondents were asked to rank each set of recommendations by importance (1 to 3). This was not an optional survey question and respondents had to answer this to proceed in the survey, meaning that they could not indicate that they didn't deem any of the recommendations important.

For additional context, Bega Valley Shire Council has approved and adopted the permanent Special Rate Variation (SRV) of 24% inclusive of the 4.1% rate peg for the 2023-24 financial year and 19.6% inclusive of an assumed 2.5% rate peg for the 2024-25 financial year. The SRV took effect from 1 July 2023 for all rateable properties in the shire.

The following sections outline the summary of the Have Your Say survey, collating the comments received and any new issues or ideas.

3.2 Have Your Say findings

The following sections provide a summary of the findings from the online Have Your Say activities. The proportions of respondents and whether they agreed or disagreed with each individual action is indicated. Colour coding is assigned based on weighted preference for each answer option ie darker green indicates a higher proportion of responses and darker red indicates a lower proportion. Orange/ yellow indicates a middle range for proportion of responses.

The main reasons why respondents disagreed with each action is also discussed.

3.2.1 Transformative ideas

	Number of responses	Agree	Disagree	Don't know
Project 1 – Create a fully connected active transport route around Merimbula Lake Key reasons respondents disagreed with this idea are: <ul style="list-style-type: none"> Considered to be too expensive. 	85	84%	9%	7%
Project 3 – Transform the Beach Street car park to a place for people Key reasons respondents disagreed with this idea are: <ul style="list-style-type: none"> Not cost efficient Results in loss of car parking Better to remove all parking in Beach Street and build multi-deck car park away from foreshore Some tourists prefer to sit in cars and view the lake Need a replacement for the car parking within CBD Beach Street is already congested and not wide enough for angled parking Current Beach Street car parking location is convenient for CBD and foreshore. 	71	61%	35%	4%
Project 4 – Extend the Fishpen Road one-way loop and low speed zone to Ocean Drive Key reasons respondents disagreed with this idea are: <ul style="list-style-type: none"> More vehicle circulation looking for parking spaces One way direction confusing to tourists Not required and not cost efficient. 	68	69%	25%	6%
Project 5 – Develop Merimbula for accessible living and tourism Key reasons respondents disagreed with this idea are: <ul style="list-style-type: none"> Already enough signage Signage detracts from natural beauty Funds better spent on essential services. 	48	69%	25%	6%

	Neither option	No preference	Option 1	Option 2
	47%	19%	26%	7%
Project 2 – Create a one-way loop and low speed zone in Merimbula's CBD	<p>Key reasons for preference for neither option are:</p> <ul style="list-style-type: none"> Any addition of one way streets and slower speeds within the CBD would introduce congestion There is no problem with traffic outside of the summer tourist period Preference for Market Street to be pedestrian only Preference for slow speed zones only These options will cause confusion to tourists and they will choose other holiday destinations Increased traffic noise on Park Street Options need to be explained better Not required and not cost efficient Better to close Beach Street between Market Street and Alice Street for open green space. 	<ul style="list-style-type: none"> Difficult to understand the options 	<p>Key reasons for preference for option 1 are:</p> <ul style="list-style-type: none"> Preference for option 1 traffic flow which would give minimal disruptions and is more intuitive Better traffic flow for vehicles approaching from the south Limits congestion at intersection of Beach Street and Market Street Better suits the layout of the CBD and is more attractive to tourists and locals. 	<p>Key reasons for preference for option 2 are:</p> <ul style="list-style-type: none"> More convenient access to Tura Beach Preference for option 2 but with the mid section of Market Street as a car free zone.

3.2.2 Place recommendations

Public place recommendations	Number of responses	Agree	Disagree	Don't know
Encourage CBD development to include cafes, restaurants and other nightlife businesses Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Perception that there is already enough business activity in the CBD Funding to be redirected to essential services. 	70	84%	9%	7%
Increase pedestrian areas and provide outdoor dining opportunities on Market Street between Beach and Main Streets Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Funding to be redirected to essential services No demand for increased street dining and lack of space to cater for dining and pedestrians Outdoor dining is better suited to Beach Street Steep grade on Market Street. 	70	84%	13%	3%
Require awnings for new development that provide shelter and enhance pedestrian experience Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Awnings block natural light and reduce the aesthetic of the streetscape Funding to be redirected to essential services. This should be encouraged rather than required. Shelter should be obtained from trees instead. 	70	76%	14%	10%
Improve signage for parking areas, points of interest, public toilets, pedestrian rest areas, water and nature access Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> There is already too much signage Funding to be redirected to essential services. 	70	83%	9%	9%
Increase tree canopy cover on Main Street, Merimbula Drive and Beach Street and within existing car parks Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Increased trees may block views of natural areas and of businesses, which require more visibility from passing vehicles May cause footpath maintenance and safety issues. 	70	79%	17%	4%
Develop map of walking and cycling, recreational routes to encourage use and increase awareness Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Merimbula is a small town, and development of a map is not cost efficient. 	70	89%	6%	6%
Engage accessibility expert to investigate improvements within Merimbula Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Better to directly engage with the residents and business owners rather than engage a consultant, and therefore save on costs. 	70	56%	33%	11%
Enhance gateways to Merimbula on Sapphire Coast Drive, Arthur Kaine Drive and Merimbula Drive through landscaping and urban design improvements Key reasons respondents disagreed with this action are:	70	73%	20%	7%

Public place recommendations	Number of responses	Agree	Disagree	Don't know
<ul style="list-style-type: none"> Not cost efficient. 				
Convert the Beach Street foreshore car parking area to a public space for people and pop-up events that includes shaded places to rest, picnic tables, lighting, public art and green space Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Current lack of car parking Already enough public spaces. 	70	66%	30%	4%
Upgrade Hylands Corner with a bus shelter, tree canopy, seating, children's play area and pedestrian circulation space Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Location is not appropriate for children's play area Enhance other bus stops first Not cost efficient. 	70	63%	24%	13%
Reduce road widths to minimise heat generation and provide more space for people and accessible parking on Main Street, Market Street, Beach Street and Merimbula Drive Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Narrower roads may decrease safety for cyclists Traffic is currently congested, and narrower roads would increase congestion Not cost efficient. 	70	53%	36%	11%
Develop one way system for the CBD and slow traffic to improve public areas, pedestrian and cyclist movements and tourism opportunities Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Benefits tourists (mainly during summer period), but not locals who live in Merimbula year round Better to close Beach Street between Market Street and Alice Street Better to close Market Street to all cars Already experiencing congestion, and this action would exacerbate congestion Not cost efficient. 	70	53%	36%	11%

In addition, a new ideas was raised to provide more accessible public toilets within Merimbula.

3.2.2.1 Top place priorities

	Place actions	Number of times listed as a top 3 priority
#1	Convert Beach Street foreshore car parking area to include shaded places to rest / picnic tables / lighting / public art / green space and space for pop up events	29
#2	Encourage CBD development to include cafes / restaurants and other nightlife businesses	27
#3	Increase pedestrian areas and provide outdoor dining opportunities on Market Street between Beach and Main Streets	23
#4	Increase tree canopy cover on Main Street / Merimbula Drive and Beach Street and within existing car parks	20

	Place actions	Number of times listed as a top 3 priority
#5	Upgrade Hylands Corner with a bus shelter / tree canopy / seating / children's play area and pedestrian circulation space	12
#6	Develop map of walking and cycling / recreational routes	10
#7	Develop one way system for the CBD	10
#8	Improve signage for parking areas / points of interest / public toilets / pedestrian rest areas / water and nature access	10
#9	Engage accessibility expert	5
#10	Enhance gateways to Merimbula on Sapphire Coast Drive / Arthur Kaine Drive and Merimbula Drive	5
#11	Reduce road widths on Main Street / Market Street / Beach Street and Merimbula Drive	5
#12	Require awnings for new development	3

3.2.3 Active transport recommendations

Walking, cycling and paddling recommendations	Number of responses	Agree	Disagree	Don't know
Ensure future development in CBD includes pedestrian access through sites and is connected to walking and cycling infrastructure Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> ▪ Cyclists should be on the roads and not through development areas ▪ Developed areas already have through links ▪ Not cost efficient. 	81	84%	12%	4%
Plan for future micro-mobility (such as electric scooters, e-bikes, mobility scooters and wheelchairs) uptake by providing wider walking and cycling infrastructure Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> ▪ Electric mobility causes safety concerns for pedestrians, especially children and the elderly ▪ Footpaths are fine the way they are ▪ Not cost efficient ▪ Bike usage is currently low. 	81	77%	19%	5%
Work with Transport for NSW to implement trials of new walking and cycling paths before to committing to funding for projects Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> ▪ Pathways are fine the way they are ▪ Not cost efficient. 	81	77%	14%	10%

Walking, cycling and paddling recommendations	Number of responses	Agree	Disagree	Don't know
<p>Provide disability compliant raised pedestrian crossings at Market Street between the Merimbula Bridge and Short Street and at the following intersections:</p> <ul style="list-style-type: none"> Merimbula Drive, Sapphire Coast Drive, Reid Street; Market Street, Merimbula Drive Sapphire Coast Drive, service road Fishpen Road, Arthur Kaine Drive, Market Street Main Street, Sapphire Coast Drive Park Street, Reid Street Sapphire Coast Drive, Kalinda Street Arthur Kaine Drive, Dunns Lane. <p>Key reasons respondents disagreed with this action are:</p> <ul style="list-style-type: none"> Need to balance provision with costs Road upgrades should be prioritised over crossings Excessive work and subsequent costs Some of these intersections require safety upgrade over others. 	81	65%	21%	14%
<p>Complete gaps in the footpath network at:</p> <ul style="list-style-type: none"> Fishpen Road, east of Calendo Court connecting to Mitchies Jetty Merimbula Drive from Sapphire Crescent to Reid Street Short Point Road and Cliff Street connecting to Short Point Beach Spencer Park connecting to car park and upgrade the small pedestrian bridge Monaro Street, west of Reid Street Reid Street Kyeamba Street and Wonga Street. <p>Key reasons respondents disagreed with this action are:</p> <ul style="list-style-type: none"> Road upgrades are required before footpath upgrades Excessive work and subsequent costs. 	81	85%	12%	2%
<p>Replace traffic lights with a raised pedestrian crossing on Market Street between Merimbula Drive and Beach Street</p> <p>Key reasons respondents disagreed with this action are:</p> <ul style="list-style-type: none"> No need to change anything Increased congestion for vehicles during peak periods Vehicles more likely to stop for pedestrians at lights than raised crossing. 	81	47%	42%	11%
<p>Upgrade service road bridge to Aldi and Woolworths to be Disability Discrimination Act compliant and provide pedestrian access</p> <p>Key reasons respondents disagreed with this action are:</p> <p>Not cost efficient.</p>	81	64%	12%	23%
<p>Provide bicycle parking rings at various locations</p> <p>Key reasons respondents disagreed with this action are:</p>	81	79%	14%	7%

Walking, cycling and paddling recommendations	Number of responses	Agree	Disagree	Don't know
<ul style="list-style-type: none"> Perception of low bike usage currently in Merimbula. 				
Investigate mountain bike connections to town Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Not cost efficient. 	81	63%	16%	21%
Provide kayak and paddleboard parking, storage on the Beach Street and Fishpen foreshores Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Detracts from views Not necessary and not cost efficient. 	81	54%	33%	12%
Provide or improve regional walking and cycling transport connections at: <ul style="list-style-type: none"> Shared path between Mirador Drive and Tura Beach along the coast. Connect to Main Street via an on-road mixed route located on Munn Street, Randolph Street Shared path between Arthur Kaine Drive near the boat ramp to Pambula by completing gaps Shared path connection through bushland between Mirador Drive and Casuarina Place to Tura Beach Woolworths Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Higher priority to provide facilities within Merimbula itself Benefits tourists over ratepayers. 	81	80%	15%	5%
Improve pedestrian and cycling access around the Anzac Memorial on Beach Street Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Not required and not cost efficient. 	81	72%	15%	14%
Upgrade and widen Merimbula Boardwalk to three metres for use by both pedestrians and cyclists Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Preference to maintain path as pedestrian only. 	81	57%	37%	6%
Investigate feasibility of a three-metre-wide shared path on Market Street Bridge for pedestrians and cyclists Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Preference to not mix pedestrians and cyclists on the same path Not cost efficient. 	81	64%	27%	9%
Reduce speed limit on sections of Market Street, Ocean Drive and Beach Street to 30 kilometres per hour Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> 40 kilometres per hour is considered a more acceptable speed Too many speed limit changes are confusing to drivers. Speed limit to be slowed in whole of CBD. Slower traffic will cause more congestion. 	81	43%	36%	21%
Complete gaps in elevated shared path at Spencer, Rotary Park to Beach Street foreshore and the Aquarium Wharf Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Not cost efficient. 	81	81%	10%	9%

Walking, cycling and paddling recommendations	Number of responses	Agree	Disagree	Don't know
Provide pedestrian refuges on Arthur Kaine Drive outside Merimbula Airport Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Not required and not cost efficient. 	81	64%	21%	15%

In addition, a new issue was raised around the kerb and gutter on Market Street being very high causing safety issues for pedestrians.

3.2.3.1 Top active transport priorities

	Active transport actions	Number of times listed as a top 3 priority
#1	Complete gaps in the footpath network	38
#2	Complete gaps in elevated shared path at Spencer / Rotary Park to Beach Street foreshore and the Aquarium Wharf	33
#3	Upgrade and widen Merimbula Boardwalk to three metres	30
#4	Ensure future development in CBD includes pedestrian access through sites	18
#5	Trial new walking and cycling infrastructure	18
#6	Plan for future micro-mobility (eg. electric scooters / e-bikes / mobility scooters and wheelchairs)	15
#7	Provide or improve regional walking and cycling transport connections	12
#8	Replace traffic lights with a raised pedestrian crossing on Market Street between Merimbula Drive and Beach Street	12
#9	Reduce speed limit on sections of Market Street / Ocean Drive and Beach Street to 30 kilometres per hour	11
#10	Investigate mountain bike connections	8
#11	Investigate feasibility of a three-metre wide shared path on Market Street Bridge	7
#12	Provide bicycle parking rings	7
#13	Provide kayak and paddleboard parking / storage	7
#14	Provide disability compliant raised pedestrian crossings Market Street between the Merimbula Bridge and Short Street	6
#15	Provide pedestrian refuges on Arthur Kaine Drive outside Merimbula Airport	5
#16	Upgrade service road bridge to Aldi and Woolworths	5
#17	Improve pedestrian and cycling access around the Anzac Memorial	3

3.2.4 Road network recommendations

Road recommendations	Number of responses	Agree	Disagree	Don't know
Extend one-way vehicle loop from Fishpen Road to Ocean Drive to the intersection with Marine Parade Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Create more congestion as vehicles will need to loop around looking for parking Not required and not cost efficient. 	72	57%	28%	15%
Provide signage for the lack of through road at Aquarium Wharf on Lake Street Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Not required and not cost efficient. 	72	72%	10%	18%
Encourage use of the service lane off Sapphire Coast Drive for access to the Aldi and Woolworths carparks Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> This would create more congestion on Sapphire Coast Drive. 	72	68%	19%	13%
Investigate road safety improvements and slower speeds on Merimbula Drive, west of the intersection with Reid Street and Sapphire Coast Drive Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Current speeds are adequate. 	72	49%	28%	24%
Investigate street lighting improvements, including at the intersection of Merimbula Drive / Monaro Street Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Not required and not cost efficient. 	72	63%	15%	22%
Adjust traffic lights at the intersection of Market Street / Monaro Street / Palmer Lane to improve traffic efficiency and safety Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Not required and not cost efficient Intersection requires complete upgrade. 	72	78%	13%	10%
Investigate improvements to road safety, road geometry and vehicle site distances at the following intersections: <ul style="list-style-type: none"> Elizabeth Street, Ocean Drive Merimbula Drive, Main Street Market Street, Main Street Sapphire Coast Drive, Main Street Reid Street, Monaro Street Market Street, Arthur Kaine Drive, Fishpen Road Main Street, Beach Street Monaro Street, Ocean View Avenue Lakewood Drive, Monaro Street Boat ramp access area, Arthur Kaine Drive. Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Not required and not cost efficient. 	72	71%	11%	18%

Road recommendations	Number of responses	Agree	Disagree	Don't know
Investigate improvements to the intersection of Market Street / Monaro Street / Palmer Lane to support through movements along the Merimbula CBD Bypass Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Not required and not cost efficient. 	72	79%	13%	8%

In addition, new ideas were raised including:

- > Extend one way loop in Fishpen to Marine Parade in addition to Ocean Drive
- > Encouragement of Uber ride sharing.

3.2.4.1 Top road network priorities

	Road network actions	Number of times listed as a top 3 priority
#1	Investigate improvements to the intersection of Market Street / Monaro Street / Palmer Lane	33
#2	Adjust traffic lights at the intersection of Market Street / Monaro Street / Palmer Lane	28
#3	Extend one-way vehicle loop from Fishpen Road to Ocean Drive to the intersection with Marine Parade	17
#4	Encourage use of the service lane off Sapphire Coast Drive for access to the Aldi and Woolworths carparks	16
#5	Investigate improvements to road safety / road geometry and vehicle site distances at intersections	13
#6	Provide signage for the lack of through-road at Aquarium Wharf	12
#7	Investigate road safety improvements and slower speeds on Merimbula Drive / west of the intersection with Reid Street and Sapphire Coast Drive	10
#8	Investigate street lighting improvements / including at the intersection of Merimbula Drive / Monaro Street	8

3.2.5 Public transport recommendations

Public transport recommendations	Number of responses	Agree	Disagree	Don't know
Improve on-demand bus ordering system and mobile application for Merimbula Airport and Port of Eden arrivals and departures Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Regular and reliable bus services that travel at night are more useful than on-demand. Buses are currently empty and therefore not required. 	48	73%	15%	13%
Encourage increased coverage of taxi services in Merimbula Key reasons respondents disagreed with this action are:	48	73%	8%	19%

Public transport recommendations	Number of responses	Agree	Disagree	Don't know
<ul style="list-style-type: none"> Better for clubs and pubs to have courtesy buses. 				
Upgrade all bus stops to be fully accessible according to the Disability Discrimination Act Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Not required and not cost efficient Bus vehicles also need to be accessible. 	48	73%	13%	15%
Prioritise providing bus shelters at bus stops on Main Street and Market Street Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Bus stops should not be on Market Street Not required and not cost efficient. 	48	52%	17%	31%
Provide a local bus service during peak tourist times that connects to Tura Beach, Merimbula, Pambula and Pambula Beach Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Tourists don't use public transport Regular scheduled services are required. 	48	73%	15%	13%
Improve bus stop access at Merimbula Airport Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Tourists mostly drive cars Need good bus service connections to the Airport first. 	48	67%	8%	25%
Investigate a tourist scenic drive for coach tours within Merimbula, Short Point Beach and the Sapphire Coast Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Not required and not cost efficient. 	48	40%	31%	29%

3.2.5.1 Top public transport priorities

	Public transport actions	Number of times listed as a top 3 priority
#1	Encourage increased coverage of taxi services	27
#2	Improve on-demand bus ordering system and mobile application for Merimbula Airport and Port of Eden arrivals and departures	24
#3	Provide a local bus service during peak tourist times that connects to Tura Beach / Merimbula / Pambula and Pambula Beach	24
#4	Upgrade all bus stops to be fully accessible	22
#5	Improve bus stop access at Merimbula Airport	20
#6	Prioritise providing bus shelters at bus stops on Main Street and Market Street	9
#7	Investigate a tourist scenic drive for coach tours within Merimbula	5
#8	Short Point Beach and the Sapphire Coast	4

3.2.6 Parking recommendations

Parking recommendations	Number of responses	Agree	Disagree	Don't know
Promote the NSW Government Electric Vehicle Charging Grant scheme to businesses Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Insufficient evidence on the viability of electric vehicles, especially in regional areas Not cost efficient. 	72	57%	24%	19%
Use developer contributions to provide parking off-site close to new development Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> This may discourage development in Merimbula Car parking should be provided on-site. 	72	71%	11%	18%
Provide accessible car parking spaces on Merimbula Drive and Market Street and increase accessible parking on Beach Street Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Existing accessible spaces are sufficient and are underutilised. 	72	49%	19%	32%
Provide 5-minute drop-off and 25-minute parking spaces on Main Street and Market Street near Twyford Hall Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Restrictions are not long enough for CBD usage This would require greater enforcement from rangers Parking should be removed from Market Street. 	72	57%	26%	17%
Formalise parking areas: <ul style="list-style-type: none"> At the south-eastern side of Ocean Drive South of the intersection with Fishpen Road Across the road from Merimbula Airport. Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Not required at the airport Not cost efficient. 	72	71%	11%	18%
Provide a drop off zone for kayaks and other bulky items at the Mitchies Jetty car park Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> This removes parking spaces and is not in public interest Not cost efficient. 	72	71%	17%	13%
Expand Arthur Kaine Drive Boat Ramp car park with additional spaces for longer term parking such as for caravans Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Do not want caravans to park long term Caravans should stay in caravan parks. 	72	68%	21%	11%

Parking recommendations	Number of responses	Agree	Disagree	Don't know
Investigate increased parking at Spencer Park / Rotary Park Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Not required and not cost efficient This would remove natural green space. 	72	76%	19%	4%
Install smart parking sensors that indicate parking availability within the CBD and locate digital parking signage at the town entry points Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Not required and not cost efficient. 	72	29%	53%	18%
Investigate the need for paid parking on Market Street, Merimbula Drive and Park Street during summer peak periods Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Disincentive to tourists Increased expenses for locals Would not be accepted by the community. 	72	26%	61%	13%
Provide a drop off zone for bulky fishing items, equipment at the Aquarium Wharf Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Not required. 	72	47%	22%	31%
Investigate Berrambool Sports Ground car park for visitor use during non-sports times with a shared path connection to the CBD Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Too far for people to walk Detract from natural setting. 	72	69%	15%	15%
Provide electric vehicle charging stations at car parks in Park Street, Berrambool Sports Ground, Alice Street and the Arthur Kaine Drive Boat Ramp Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> More suitable to larger towns Better suited at Beach Street Not cost efficient. 	72	56%	29%	15%
Consolidate RV (recreational vehicle) parking spaces at the Arthur Kaine Drive Boat Ramp car park Key reasons respondents disagreed with this action are: <ul style="list-style-type: none"> Should relocated away from the foreshore area. 	72	71%	17%	13%

In addition, the following new ideas were raised:

- > Obtain direct income from tourists for use on expanding essential services
- > Give council rate payers a permit and charge for parking
- > Provide a multi-level car park close to the Merimbula CBD.

3.2.6.1 Top parking priorities

	Parking actions	Number of times listed as a top 3 priority
#1	Formalise parking areas at the south-eastern side of Ocean Drive / south of the intersection with Fishpen Road / across the road from Merimbula Airport	32
#2	Use developer contributions to provide parking off-site close to new development	29
#3	Provide 5-minute drop-off and 25-minute parking spaces on Main Street and Market Street near Twyford Hall	21
#4	Investigate increased parking at Spencer Park / Rotary Park	19
#5	Expand Arthur Kaine Drive Boat Ramp car park	18
#6	Investigate Berrambool Sports Ground car park	17
#7	Promote the NSW Government Electric Vehicle Charging Grant scheme to businesses	16
#8	Provide accessible car parking spaces on Merimbula Drive and Market Street and increase accessible parking on Beach Street	11
#9	Provide electric vehicle charging stations at car parks in Park Street / Berrambool Sports Ground / Alice Street and the Arthur Kaine Drive Boat Ramp	11
#10	Consolidate RV (recreational vehicle) parking spaces at the Arthur Kaine Drive Boat Ramp car park	10
#11	Provide a drop off zone for kayaks and other bulky items at the Mitchies Jetty car park	10
#12	Investigate need for paid parking on Market Street / Merimbula Drive and Park Street during summer peak periods	8
#13	Install smart parking sensors that indicate parking availability within the CBD and locate digital parking signage at the town entry points	4
#14	Provide drop off zone for bulky fishing items / equipment at the Aquarium Wharf	1

3.3 Other responses

Other responses received by various members of the public and also by Transport for NSW are summarised in **Table 3-1**.

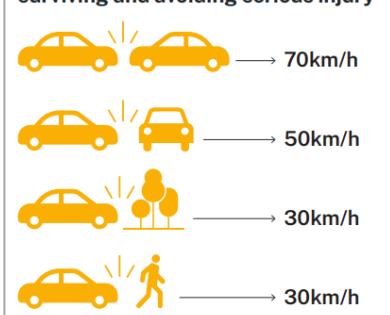
Table 3-1 Summary of other responses received

	Key considerations/ ideas/ issues
Individual response #1	<ul style="list-style-type: none"> Market Street (within CBD) is too narrow to have space for alfresco dining, play space and footpaths as well as traffic flow. The two Merimbula CBD traffic options are contrary to the Local Strategic Planning Statement which states that the areas will be a "highly pedestrian area" and traffic will be rerouted Support for the Planning Statement, including: <ul style="list-style-type: none"> A landscaped town centre in Market Street between Merimbula Drive and Beach Street A one-way, traffic calmed, speed limited road in that part of Beach Street which is close to Market Street, for the purpose of taking traffic south from Beach Street to the Market Street traffic lights. The use of the bypass as the alternative route to Market Street for traffic which simply crosses the town centre to move north or south. If cars/trucks etc are to enter the town centre for servicing local businesses, a restriction on the hours at which they may do so.
Individual response #2	<ul style="list-style-type: none"> The coach between Merimbula and Canberra is a key service providing access to medical facilities, airport and rail links. Preference for Merimbula CBD Option 2, however query why Market Street between Merimbula Drive and Beach Street is not fully pedestrianised. Fishpen Road one-way loop extension will have the effect of increasing travel times and number of trips.
Individual response #3	<ul style="list-style-type: none"> Electric vehicle charging should be a high priority within Merimbula, and located closer towards the CBD to avoid anti-social behaviour concerns.
Individual response #4	<ul style="list-style-type: none"> Increasing vehicular traffic on Alice Street does not improve its place function There should be accessible parking and mobility scooter parking close to Twyford Hall Merimbula CBD option 1 – may cause increased congestion at the roundabout on Merimbula Drive Merimbula CBD option 2 – similarly may cause more congestion at roundabout on Merimbula Drive Speed limit changes should be applied to the whole CBD rather than segments of roads to avoid confusion (A2) Cyclists should not be mixed with pedestrians on the Merimbula Boardwalk(A11) Kayak/ paddleboard storage should be time limited to avoid long term storage (A14) Caravan parking should not be at the boat ramp car park, it should be concentrated at the Barambool Sports Ground (PA8 and PA12).
Individual response #5	<ul style="list-style-type: none"> At present there is no information provided in the Transport Study as to the current and likely future floorspace able to be accommodated within the town centre The Transport Study focuses on the current transport situation and not what is likely to occur in the future The recommendations seek to address summer peak period traffic volumes which only occurs for six weeks of the year The Recommendations Report only addresses a desired future for transport movements in the town centre and does not improve outcomes for the Character and Form of the centre No investigations have been undertaken by Council in recent years to identify the place qualities of the Merimbula Town Centre – that is the combination of the built environment, the landscape, the streetscapes and the public spaces that make up the town centre – and what is needed to reinforce, celebrate and enhance these place qualities. This essential work should be done before spending or allocating any public funds.

	Key considerations/ ideas/ issues
	<ul style="list-style-type: none"> ▪ An urban design assessment and holistic planning and development strategy for the future growth and development of the Merimbula Town Centre is needed prior to identifying transport infrastructure requirements to help support that strategy. ▪ Both Merimbula CBD movement options will place more pressure on intersections within CBD. ▪ There is merit in providing a continuous shared pedestrian and cycle path along the entire length of Monaro Street from the Market Street intersection to the intersection with Merimbula Drive. This should be a high priority action. ▪ Marine Parade should have parking allowed only on one side of the road to make more room for two-way traffic. ▪ Before implementing any of the recommendations of the Merimbula Transport Study the Council is urged to undertake the big picture vision exercise for the Merimbula Town Centre which will define the look and feel of the place now and in the future.
Transport for NSW response	<ul style="list-style-type: none"> ▪ Arthur Kaine Drive is outside of the study area. Therefore the study area should be increased to include this area. A more detailed investigation is recommended for this area ▪ Increasing tree canopy should be included as an objective (this has been updated for Final <i>Recommendations Report</i> RevF). ▪ Support for 30 kilometre speed limit recommendations ▪ Recommendation for Main Street to have a higher place function for the Desired Future Street Environment Classification (this has been updated for Final <i>Recommendations Report</i> RevF) ▪ Action responsibility changes for Recommendation A2 and A9 (this has been updated for Final <i>Recommendations Report</i> RevF).

3.4 Consultation discussion

Key discussion points arising from the Have Your Say results including major items of contention are discussed in the table below.

Item	Source of item	Discussion
CBD movement recommendations (ie Transformative Project #2)	Strong preference to implement neither option	<p>It is noted in Appendix A of the Recommendations Report '<i>Improving Place within the Merimbula CBD – Traffic Analysis</i>' that the intersection of Sapphire Coast Drive/ Main Street was found to require upgrade to a roundabout (from priority control), regardless of either option as the intersection is expected to perform at Level of Service F in 2032 without any mitigation (in summer peak period).</p> <p>This assessment shows that there is a necessity to provide a CBD movement upgrade to lessen the effect of summer vehicle demands.</p> <p>Two options are presented in the <i>Recommendations Report</i> for improved CBD movement. Option 2 is presented as the preferred option from a traffic movement point of view because of the benefits of reduced vehicles on Market Street and separated vehicles searching for parking and exiting the CBD on Beach Street.</p> <p>The Option 1 arrangement better achieves the vision for Merimbula of prioritising pedestrians and improving public space more than Option 2 because there will be less vehicle movements on Market Street between Merimbula Drive and Palmer Lane, which forms part of the heart of Merimbula.</p> <p>Both options would require upgrades at the intersections of Merimbula Drive, Sapphire Coast Drive and Reid Street, and Sapphire Coast Drive and Main Street in order to operate at satisfactory performance.</p>
Reduction in speed limits on various roads within Merimbula CBD to 30km/hr	Relatively equal proportion of HYS respondents agree and disagree	<p>Transport for NSW's 2026 Road Safety Action Plan is a guide toward zero trauma on NSW roads. A key action from the Plan is to treat urban places and local streets with safety measures such as pedestrian crossing facilities, raised safety platforms, and safer speed settings particularly 30km/h and 40km/h zones.</p> <p>The following extract identifies that when vehicles are travelling at 30 kilometres per hour, there is a 90 per cent chance of surviving a vehicle on pedestrian impact or a vehicle on stationary object impact.</p> <div data-bbox="638 1232 1029 1680"> <p>Up to crash impact speeds shown in the following crash types you have approximately a 90% chance of surviving and avoiding serious injury</p>  <p>70km/h</p> <p>50km/h</p> <p>30km/h</p> <p>30km/h</p> </div> <p>Trials for 30 kilometre per hour speed limits have been conducted by Wollongong City Council with the support of Transport for NSW. The outcomes was more space for planters, public benches and opportunities for businesses to introduce outdoor dining.</p> <p>The NSW Government identifies the following benefits and considerations for establishing precinct-wide speed reduction to 30km/hr in areas of higher place value:</p> <ul style="list-style-type: none"> Provides high level of safety in busy places Increases amenity by allowing lanes to narrow, increasing space for walking cycling and staying Allows for more crossing opportunity

Item	Source of item	Discussion
		<ul style="list-style-type: none"> This solution is physically easy to implement, allowing it to be trialled before adopting it permanently if desired.
Implement paid parking/ permit system within Merimbula	Proposed as new action	<p>The implications of a paid parking system are:</p> <ul style="list-style-type: none"> - Travel demand management within the Merimbula CBD as this may influence driver's choices - Increased turnover of parking spaces within CBD, benefitting businesses - Decreased congestion and reduced emissions from vehicles - Increased revenue for Council - Revenue acquired from visitors to Merimbula - Additional enforcement and expenses required by Council.
Fishpen one-way extension to Marine Parade and impacts of changing directions	Proposed as new action	<p>The implications of extending the one-way clockwise loop from Ocean Drive to Marine Parade are increased vehicles (wishing to avoid Mitchies Jetty area) using Elizabeth Street to access Crankys Café and Fishpen takeaway / Ford Park area from the north. In addition, people who are accessing properties on Marine Parade will also likely use Elizabeth Street. This will result in an increase in vehicles turning right from Fishpen Road to Elizabeth Street.</p> <p>An extension of the one way loop to Marine Parade would not present major benefits to place or improved amenity and comfort for active transport users in comparison to the Ocean Drive only extension. It would however result in improved safety outcomes as vehicle movement is restricted to one way only on Marine Parade.</p>

APPENDIX

B

COUNCILLOR RESOLUTIONS



now



Ordinary Councillor meeting 15 November 2023

An Ordinary Meeting of the Bega Valley Shire Council was held at Council Chambers, Biamanga Room, Bega Valley Commemorative Civic Centre, Bega on Wednesday, 15 November 2023 commencing at 2:00pm. Officer's recommendations included:

- > That Council resolve to adopt the Merimbula Transport Study as exhibited with a change in preference for the one-way traffic loop in the Merimbula CBD from Option 2 to Option 1.
- > That following endorsement, the final Merimbula Transport Study Context and Recommendations Reports are published on Council's website, and that those who made a submission during exhibition of documents are advised of Council's decision on this matter.

Councillor resolution

The following conditions were required in order to endorse the *Final Merimbula Transport Study Recommendations Report*.

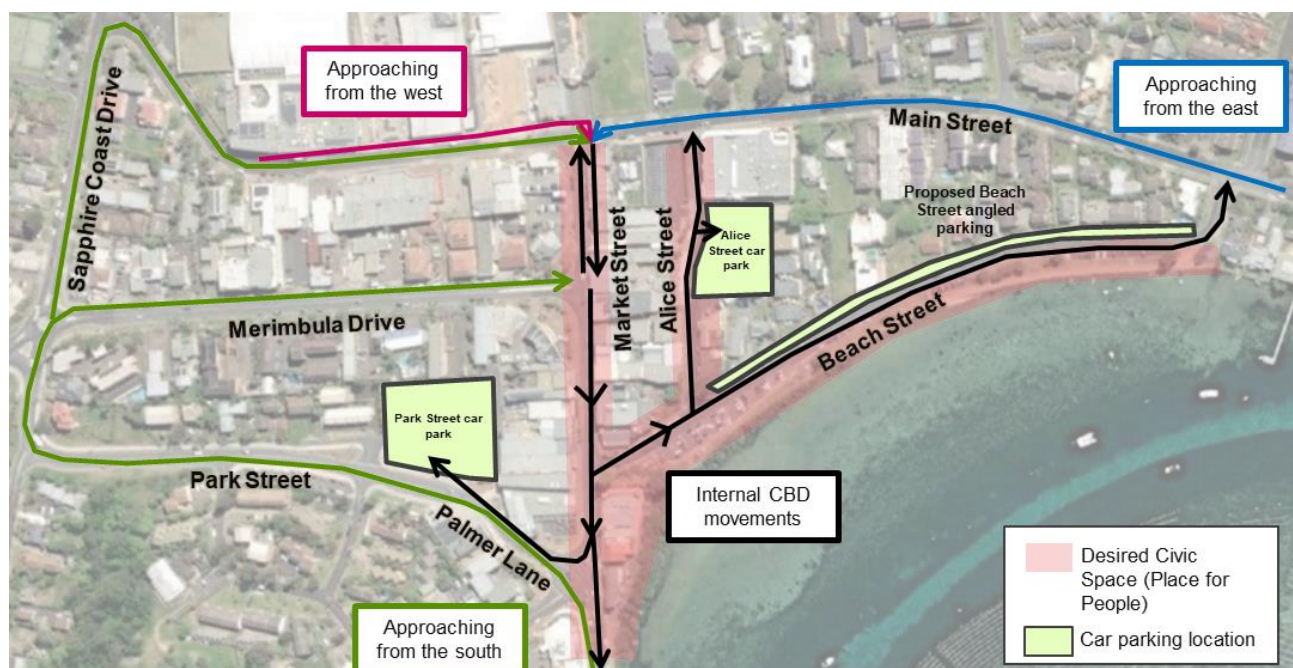
1. That Council resolve to adopt the Merimbula Transport Study as exhibited with a change in preference for the one-way traffic loop in the Merimbula CBD from Option 2 to Option 1.
2. That Council do not pursue paid parking or smart parking sensors
3. That deletion of the proposed additional one way configuration in Fish Pen
4. That Council leave traffic in Merimbula drive as two way
5. That Alice street remain two way or one way south bound
6. That council refine the study plans as needed form time to time
7. That following endorsement, the final Merimbula Transport Study Context and Recommendations Reports are published on Council's website, and that those who made a submission during exhibition of documents are advised of Council's decision on this matter.

These conditions have been addressed in the *Final Merimbula Transport Study Recommendations Report*.

CBD movement options discussion

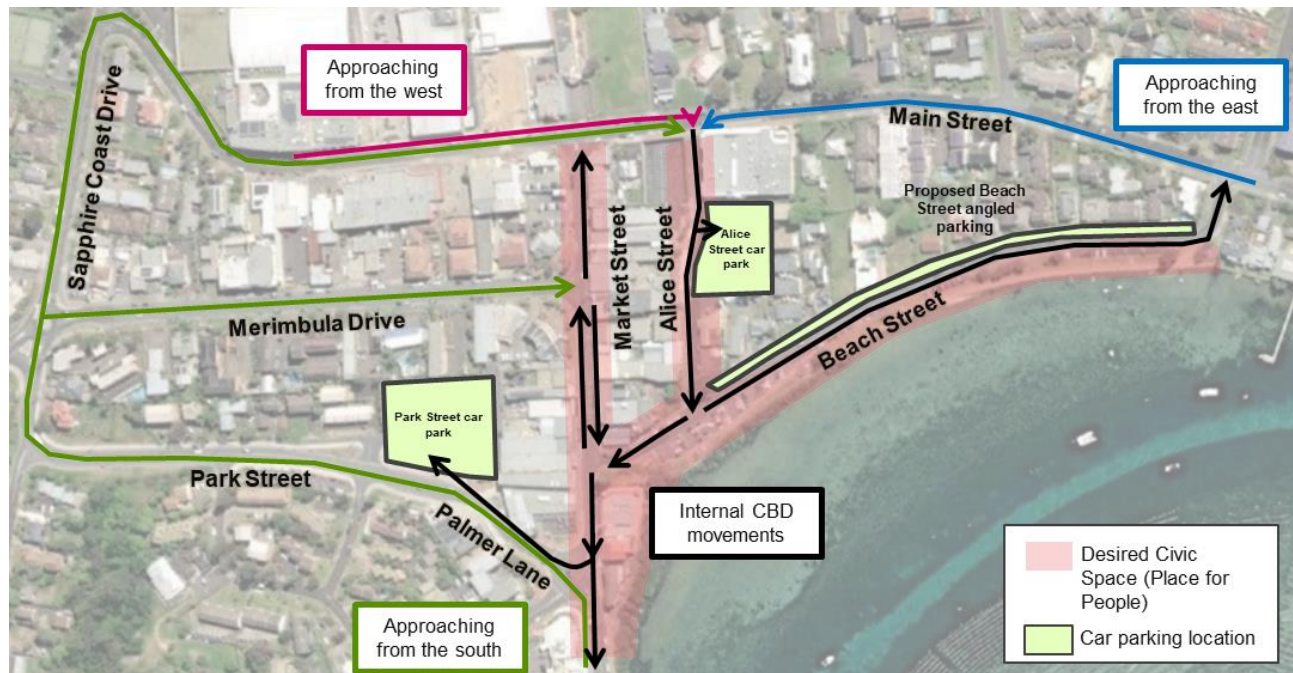
The following two options were presented during public exhibition. An updated recommended option is presented in the *Final Merimbula Transport Study Recommendations Report* (see **Section 2.1**).

PRELIMINARY OPTION 1:



This option involves southbound movement on Market Street between Merimbula Drive and Palmer Lane, northbound movement on Alice Street, and eastbound movement on Beach Street.

PRELIMINARY OPTION 2



This option involves northbound movement on Market Street between Merimbula Drive and Main Street, one-way movements on Beach Street in opposite directions from the intersection of Alice Street, and southbound movement on Alice Street.

OPTIONS ASSESSMENT

PRELIMINARY OPTION 1	
Advantages <ul style="list-style-type: none"> Southbound buses do not need to re-route Less vehicle volumes and movements on Alice Street Better access to Alice Street car park for vehicles. 	Disadvantages <ul style="list-style-type: none"> More vehicle volumes and movements on Market Street 890 and 891 northbound buses required to re-route via Merimbula Drive Beach Street foreshore area (location of existing off-street car park) does not have separated vehicle movements for exiting the CBD and for circulating for parking Intersection upgrade required at Merimbula Drive / Sapphire Coast Drive / Reid Street Intersection upgrade required at Sapphire Coast Drive / Main Street.
PRELIMINARY OPTION 2	
Advantages <ul style="list-style-type: none"> Less vehicle volumes and movements on Market Street Beach Street proposed angled parking is more accessible to vehicles and circulating vehicle movements are separated from the western portion of Beach Street which is proposed to have a high place function. 	Disadvantages <ul style="list-style-type: none"> More vehicle volumes on Alice Street 890 and 891 northbound buses required to re-route via Merimbula Drive 890 and 891 southbound bus routes required to re-route via Merimbula Drive Intersection upgrade required at Merimbula Drive / Sapphire Coast Drive / Reid Street Intersection upgrade required at Sapphire Coast Drive / Main Street.

OPTION 2 was presented as preferred over OPTION 1 from a traffic movement point of view because of the benefits of reduced vehicles on Market Street and separated vehicles searching for parking and exiting the CBD on Beach Street.

Public exhibition revealed that the community has a strong preference to implement neither option, with 47% of respondents indicating this, 26% preferring OPTION 1, 7% preferring OPTION 2 and 19% having no preference. The reasons for preference of OPTION 1 over OPTION 2 included:

- > Preferred traffic flow which would give minimal disruptions and is more intuitive
- > Better traffic flow for vehicles approaching from the south
- > Limits congestion at intersection of Beach Street and Market Street
- > Suits the layout of the CBD better and is more attractive to tourists and locals.

An updated recommended option is presented in the *Final Merimbula Transport Study Recommendations Report* (see **Section 2.1**), following from Councillor resolution #1 (see above). The final recommended option is similar to Preliminary Option 1, however Alice Street has two way vehicle movements, instead of one-way in the northbound direction (refer resolution #5).

Relating to resolution #5, it was determined that it is preferential for Alice Street to remain two way instead of one way in the southbound direction. This is to reduce the amount of vehicles that would use Beach Street to recirculate through the CBD from Market Street or Main Street in search of parking.

APPENDIX

C

IMPROVING PLACE WITHIN THE MERIMBULA
CBD – TRAFFIC ANALYSIS



now



Date	22 March 2023	Project	80022047 – Merimbula Transport Study
Subject	Merimbula CBD Traffic Analysis		

1 Introduction

Stantec has been engaged by Bega Valley Shire Council to investigate potential place-based improvements within the Merimbula CBD through adjusted vehicle movements. This Technical Memo outlines the process of assessing two options for improving place-function and intersection modelling results. As discussed in the *Merimbula Transport Study Recommendations Report*, place values can be improved within the Merimbula CBD by the following factors:

- > Shifting vehicles away from Market Street, especially those that are passing through Merimbula and not stopping (such as those coming from the south) and promoting the use of the CBD Bypass for through traffic
- > Creating one-way vehicular traffic flow on Beach Street, Alice Street and Market Street to reduce the potential for conflict between vehicles and pedestrians/ cyclists
- > Reallocating space at the Beach Street car park for people to enjoy the proximity and views of the lake
- > Relocating parking areas for longer-term stay to the periphery of the CBD to reduce vehicle volumes and providing intuitive wayfinding that directs visitors to these parking areas
- > Reallocating road width for pedestrians and cyclists.

To implement the above considerations and achieve the proposed vision, two options for vehicle circulation within the CBD have been developed for consideration by stakeholders and the public. It is intended to identify the preferred option during the public exhibition period and adopt this in the *Final Transport Recommendations Report*.

It should be noted that vehicle volumes and dependence within the CBD is planned to generally reduce due to the recommendations documented in the *Recommendations Report*, especially consolidating and improving wayfinding to parking locations outside of the CBD. However, this reduction has not been modelled into the two options.

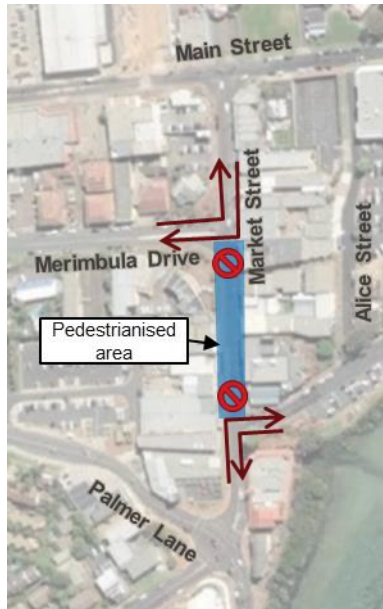
2 Preliminary options analysis

Prior to developing the options for adjusted CBD vehicle movements, traffic management scenarios were investigated for Market Street, including:

1. Full road closure of Market Street between Beach Street and Merimbula Drive
2. One Way northbound traffic flow in Market Street from Palmer Lane to Beach Street
3. One Way southbound traffic flow in Market Street from Beach Street to Palmer Lane.

The following table outlines a high level review of the advantages and disadvantages of each scenario.

Preliminary investigation 1: Full road closure of Market Street between Beach Street and Merimbula Drive



Pros:

- Market Street is a dedicated place for people to gather, socialise, shop and eat
- Vehicular traffic coming from south is encouraged to use the CBD Bypass
- Alice Street and Park Street car parking areas are accessible
- Likely minimal impacts to intersections of Sapphire Coast Drive / Main Street, and Merimbula Drive / Sapphire Coast Drive

Cons:

- Relocation of bus stops on Market Street required
- Loading zones only accessible during early morning or late night hours
- Increased traffic volumes on Alice Street
- Additional queuing in Beach Street and Alice Street to move south

Preliminary investigation 2: One Way northbound traffic flow in Market Street from Palmer Lane to Beach Street



Pros:

- Reduced westbound vehicle volumes on Beach Street
- Vehicles heading south from the east must use the CBD Bypass to do so

Cons:

- Relocation of Twyford Hall bus stop required
- Through vehicle movements on Market Street from the south is encouraged
- Aldi/ Woolworths customers must detour to Merimbula Drive to travel south of CBD
- Queuing at Main Street / Sapphire Coast Drive intersection made worse and intersection upgrade required

Preliminary investigation 3: One Way southbound traffic flow in Market Street from Beach Street to Palmer Lane



Pros:

- Northbound vehicles from are encouraged to use the CBD Bypass, improving priority for people on Market Street
- Less vehicles on Beach Street, improving places for people
- Improved pedestrian movements at signalised intersection on Market Street
- Southbound traffic flow from Aldi/ Woolworths is supported

Cons:

- Hylands Corner bus stop requires relocation
- Queuing at Main Street / Sapphire Coast Drive intersection made worse and intersection upgrade required

2.1 Summary

After the initial analysis into the preferred one-way direction in Market Street, southbound is preferred over northbound for the following reasons:

- > Expected improvement in Level of Service at Market Street / Palmer Lane / Monaro Street signalised intersection (southern leg)
- > Promotion of the use of the Merimbula CBD Bypass for vehicles approaching from the south, and direction of vehicles towards the Park Street car park. The CBD Bypass currently runs (south to north-west) from Market Street to Palmer Lane, Park Street, Reid Street to Merimbula Drive and north out of Merimbula, however the intersection of Market Street, Palmer Lane and Monaro Street was reported as low legibility and prioritisation for the Bypass movements. Queue lengths on the southern approach to this intersection for vehicles using the through and right turn lane were recorded as over 178 metres in the holiday peak hour period. This means that a high number of vehicles are currently moving through the CBD from outside areas.
- > Route efficiencies for Aldi and Woolworths customers who must make a left-in and left-out movement
- > Park Street car park becomes a more attractive, efficient parking option for CBD users originating from the south of the CBD

Eastbound movement on Beach Street is also preferred in conjunction with southbound movement on Market Street to streamline circulation for car parking without risk of not finding parking and needing to exit the CBD from Market Street to the south.

Another consideration in development of the options was to balance the entries and exits to the CBD area to avoid convergence of all streets to one exit point which is likely to cause congestion.

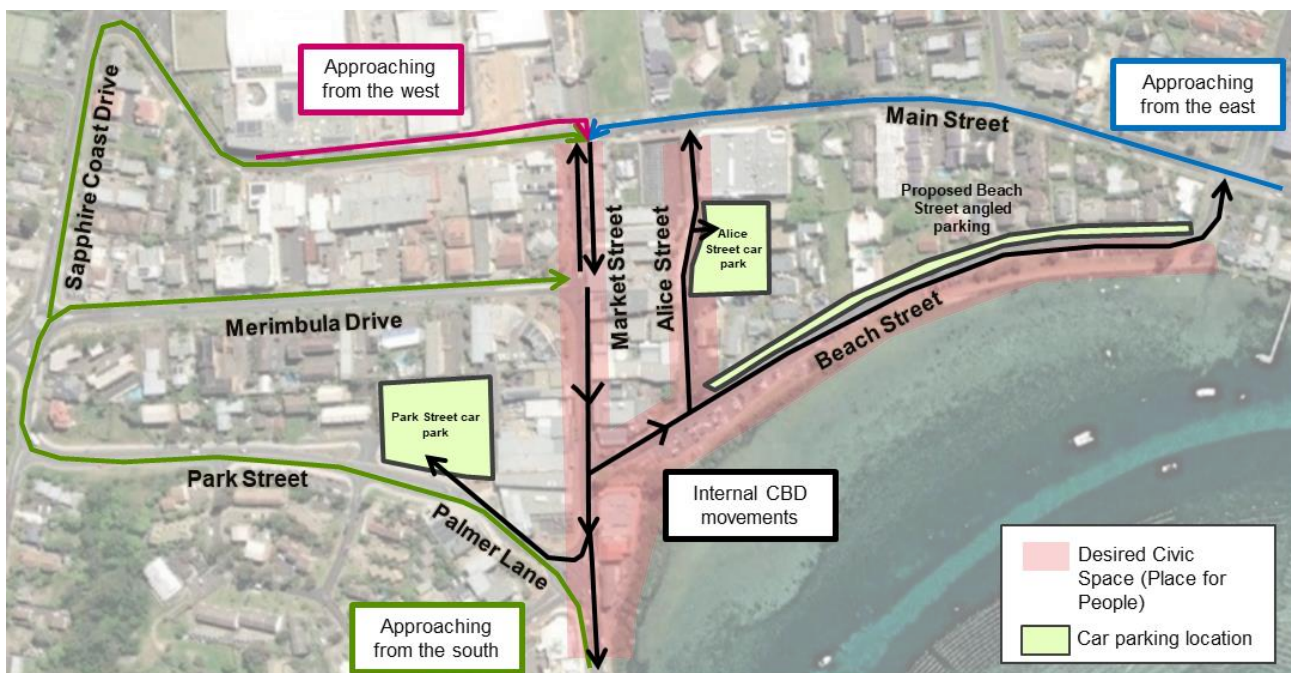
It should be noted that redistribution of traffic flow will result in a decrease in Level of Service at some intersections, and upgrade may be required.

3 CBD movement discussion

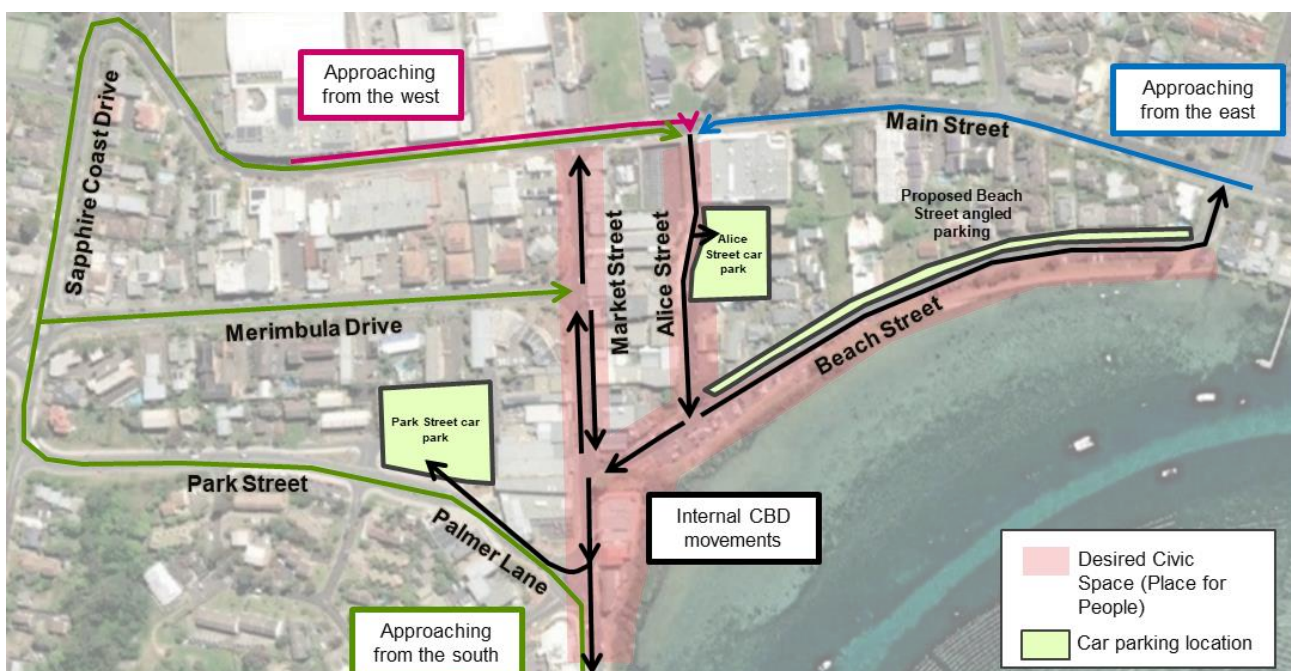
3.1 Option development

Two Options are developed with the intent of improve Place function within the Merimbula CBD (more information provided in *Recommendations Report*). The options are:

> OPTION 1:



> OPTION 2:



In addition to the place-making factors outlined in the *Recommendations Report* (Section 2.1), these options incorporate the findings from the preliminary options analysis (**Section 2** of this report), with a southbound movement preferred on the northern approach to the intersection of Market Street / Palmer Lane.

3.2 Trip assignment, assumptions and calibration

A number of assumptions were developed on the distribution of existing travel patterns across both place-based CBD movement options. These assumptions were based on traffic count data obtained in January 2022 and permanent count data from various locations. These included

- > Distribution of access to the CBD area from the west or south via Merimbula Drive or via Main Street, given that Woolworths and Aldi are located on Main Street and require a left-in left-out manoeuvre to access.
- > Distribution of trips staying within the CBD or moving through the CBD to the east, north or south.

Modelling assumptions and calibration of the Base models (existing conditions 2022) are outlined in Appendix B of the *Merimbula Transport Study Context Report – SIDRA Modelling Results*.

3.3 Intersection performance assessment

The intersection performance criteria are based on the Transport for NSW Traffic Modelling Guidelines (2013). The capacity of a road network can be largely determined by the capacity of the controlling intersections. The key indicator of intersection performance Level of Service (LOS) is delay, where results are placed on a continuum from 'A' to 'F' as shown in **Table 3-1**.

Table 3-1 Level of Service criteria

Level of Service	Average delay per vehicle (seconds)	Traffic signals/ roundabout	Give way and stop signs
A	<14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity; at signals, incidents will cause excessive delays	At capacity, requires other control mode
F	>70	Unsatisfactory and requires additional capacity	Unsatisfactory and requires additional capacity

Source: TfNSW Traffic Modelling Guidelines (2013)

Transport for NSW guidelines state that for roundabouts and priority controlled intersections, LOS assessment should be reported based on the worst performing movement of the intersection. For traffic signals, the average movement delay and corresponding LOS over all movements should be determined and reported.

3.4 Intersection modelling results

Intersection modelling results for the following scenarios are shown in the following tables for each modelled intersection within the Merimbula CBD:

- > 2022 Base – traffic volumes captured during January 2022
- > 2032 Base – growth rate of one per cent per annum applied to 2022 Base

- > 2032 + OPTION 1
- > 2032 + OPTION 2
- > 2032 + OPTION 1 + mitigation measure (if required)
- > 2032 + OPTION 2 + mitigation measure (if required).

The intersection of Merimbula Drive / Sapphire Coast Drive / Reid Street (existing roundabout on the CBD Bypass) was found to require an upgrade to signalised intersection for both OPTION 1 and OPTION 2 to mitigate Level of Service F.

The intersection of Sapphire Coast Drive / Main Street was also found to require upgrade to a roundabout (from priority control), however this will be needed regardless of either option as the intersection is expected to perform at Level of Service F in 2032.

Table 3-2 Merimbula Drive / Sapphire Coast Drive / Reid Street – intersection performance comparison

Worst Performing Movement		Degree of Saturation, DoS	95 th Percentile Queue (m)	Average Delay (s)	Level of Service, LOS
2022 Base	Right turn from Merimbula Dr W into Reid St	61.6%	44.6	18.9	B
2032 Base	Right turn from Merimbula Dr W into Reid St	72.1%	63.3	24.2	B
2032 + OPTION 1	Right turn from Merimbula Dr W into Reid St	128.1%	497.3	300.5	F
2032 + OPTION 2	Right turn from Merimbula Dr W into Reid St	128.3%	499.1	302.0	F
2032 + OPTION 1 + mitigation	<i>(Traffic signals uses average delay across all movements)</i>	67.3%	93.4	17.4	B
2032 + OPTION 2 + mitigation	<i>(Traffic signals uses average delay across all movements)</i>	69.7%	99.9	17.6	B

Table 3-3 Sapphire Coast Drive / Main Street – intersection performance comparison

Worst Performing Movement		Degree of Saturation, DoS	95 th Percentile Queue (m)	Average Delay (s)	Level of Service, LOS
2022 Base	Right turn from Main St	71.5%	22.9	41.6	C
2032 Base	Right turn from Main St	99.6%	61.1	114.1	F
2032 + OPTION 1	Right turn from Main St	202.5%	335.6	980.8	F
2032 + OPTION 2	Right turn from Main St	224.7%	366.8	1180.3	F
2032 + OPTION 1 + mitigation	Right turn from Main St	35.1%	18.9	10.6	A
2032 + OPTION 2 + mitigation	Right turn from Main St	35.2%	19.2	10.6	A

Modelling performance results for other intersections are shown in **Table 3-4**, **Table 3-5** and **Table 3-6**. It is noted that no significant changes in the Level of Service are expected for these intersections.

Table 3-4 Main Street / Market Street – intersection performance comparison

Worst Performing Movement		Degree of Saturation, DoS	95 th Percentile Queue (m)	Average Delay (s)	Level of Service, LOS
2022 Base	Right turn from Market St	15.6%	3.1	12.9	A
2032 Base	Right turn from Market St	19.3%	3.8	14.8	B
2032 + OPTION 1	Right turn from Market St	43.2%	9.5	27.8	B
2032 + OPTION 2	Right turn from Market St	48.1%	11.6	23.8	B

Table 3-5 Main Street / Beach Street – intersection performance comparison

Worst Performing Movement		Degree of Saturation, DoS	95 th Percentile Queue (m)	Average Delay (s)	Level of Service, LOS
2022 Base	Right turn from Beach St	27.6%	7.5	9.6	A
2032 Base	Right turn from Beach St	32.3%	9.5	10.7	A
2032 + OPTION 1	Right turn from Beach St	3.2%	0.9	11.5	A
2032 + OPTION 2	Right turn from Beach St	3.2%	0.9	11.5	A

Table 3-6 Market Street / Palmer Lane / Monaro Street – intersection performance comparison

Worst Performing Movement		Degree of Saturation, DoS	95 th Percentile Queue (m)	Average Delay (s)	Level of Service, LOS
2022 Base	(Overall summary)	86.7%	178.2	36.1	C
2032 Base	(Overall summary)	97.9%	267.1	53.1	D
2032 + OPTION 1	(Overall summary)	84.9%	153.7	28.7	C
2032 + OPTION 2	(Overall summary)	84.9%	153.7	28.7	C