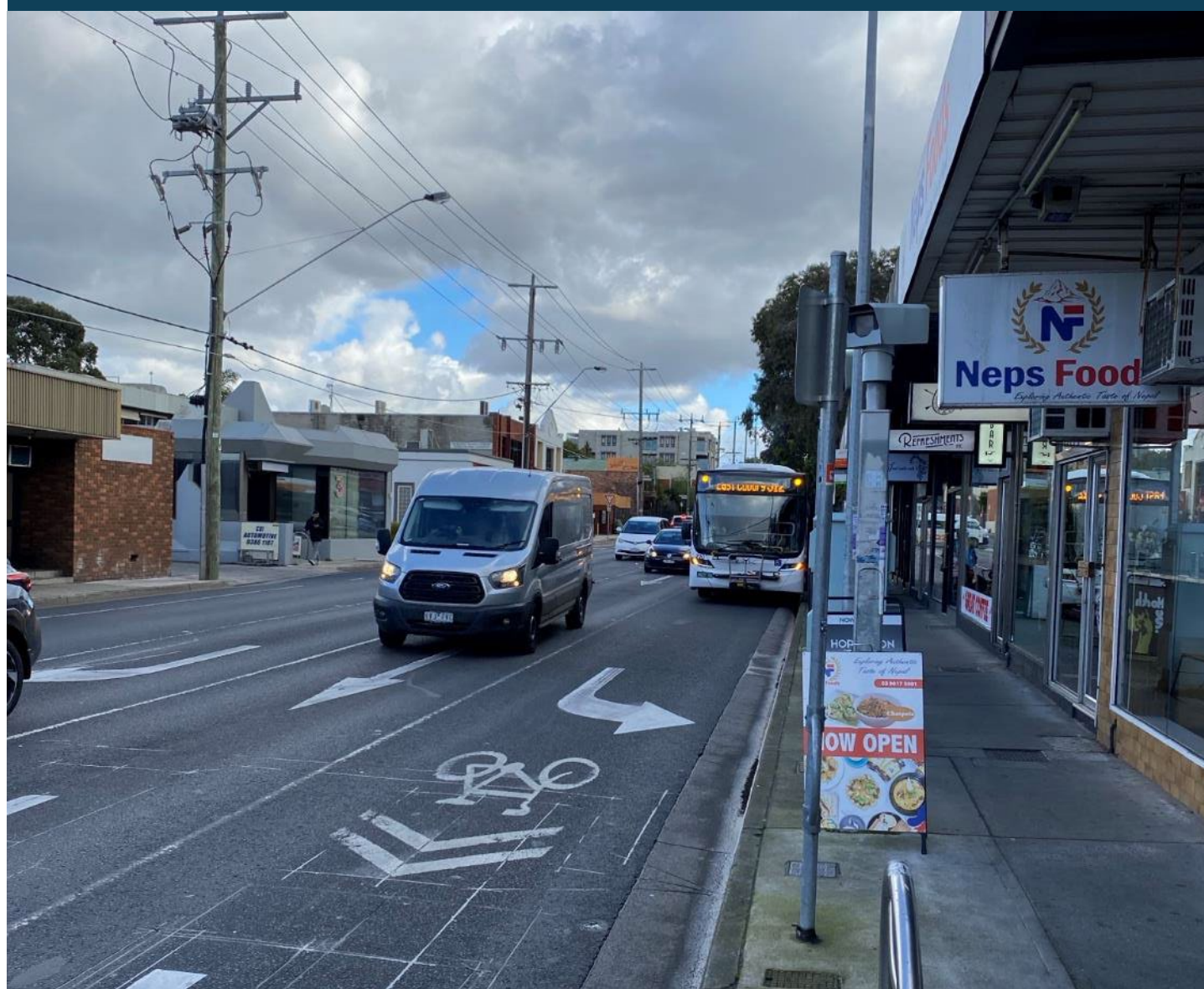




Merri-bek
City Council

Harding Street and Munro Street

Existing conditions report



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Background

Project area and scope

The project is centred around the Munro Street and Harding Street corridor through central Coburg, between Rose Street and Nicholson Street, shown on Figure 1 below.



Figure 1: The Munro Street and Harding Street corridor

The project can include infrastructure treatments such as footpath widenings, raised pedestrian crossings, upgrades to intersections, safer bike infrastructure, traffic calming, and tree planting. Relocating service poles and upgrading drainage infrastructure is out of scope of this project.

Proposed designs will reflect expected Council budgets and external funding opportunities.

The project is led by the Transport team with support from Urban Design.

Project Objectives

The primary objective of the project is to design improvements to the Munro Street – Harding Street corridor that make it a better place for people to be and use. This includes:

- Increasing trees and street greening
- Improving safety for all road users
- Improving transport options for local trips in the area, so more people can choose to walk and ride
- Creating a more welcoming and relaxed street environment that local residents and businesses are proud of

Strategic context

The project was identified in the 10-year Capital Works Program for Walking and Cycling, and was included in the Moving Around Merri-bek Action Plan for 2024/25. It forms part of Merri-bek's Streets for People program, which seeks to make holistic improvements to streets, focussing primarily on the needs of people.

Existing Conditions

There are 3 distinct street segments within the project area, each with different existing street layouts, conditions and constraints. Figure 2 below shows these sections, Coburg Activity Centre in the middle, Harding Street to the east, and Munro Street to the west. The existing conditions of each street segment is detailed in the following section.



Figure 2: The 3 different street sections within the project area

Coburg Activity Centre

The Coburg Activity Centre section of Harding Street and Munro Street runs from Hudson Street through to Chambers Street, comprising the Sydney Road intersection and Louisa Street intersection. Figure 3 below shows an aerial image of the street segment with photos of some key features

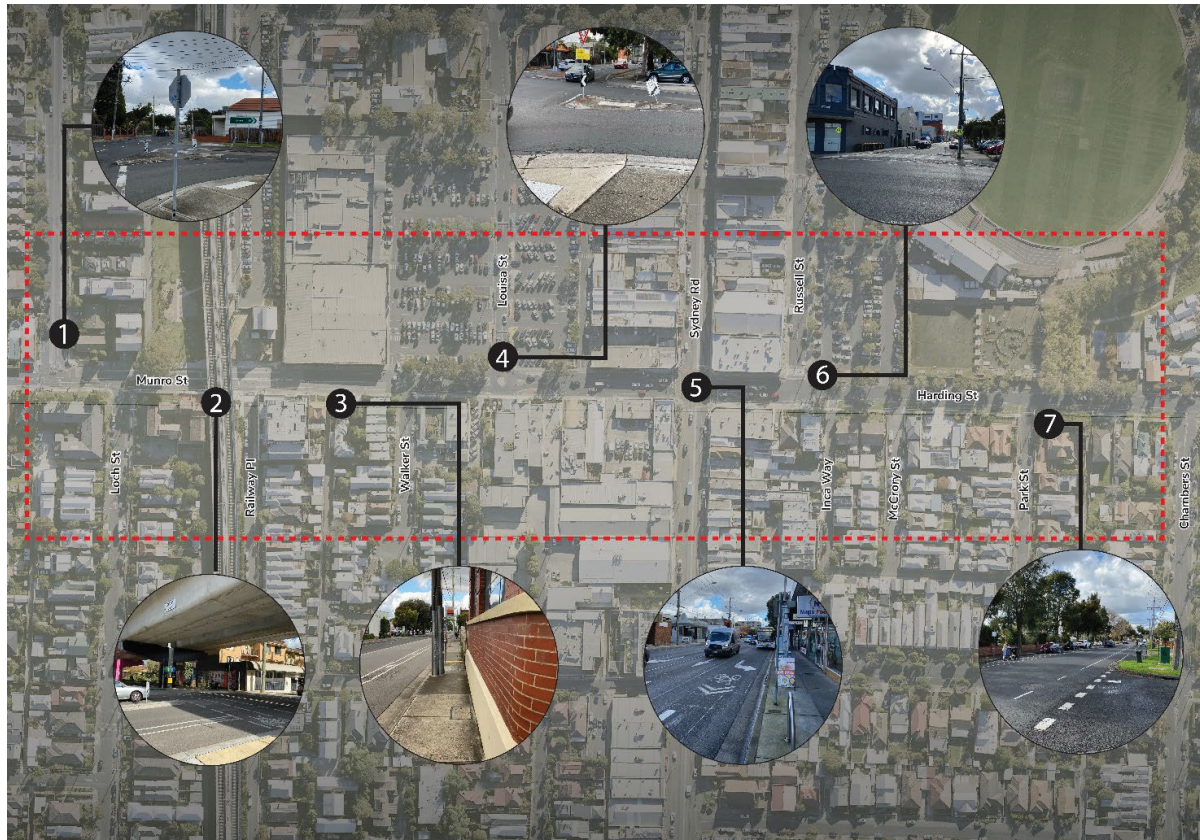


Figure 3: Aerial map and photos of the Coburg Activity Centre section of the project area

Street layout and use

Between Hudson Street and Sydney Road, there is no on-street parking, 4 kerb-side bus stops, painted on-road bike lanes, narrow footpaths, pedestrian refuges, and a signalised pedestrian crossing underneath the elevated railway line. Figure 4 below shows a typical cross-section on this street segment.

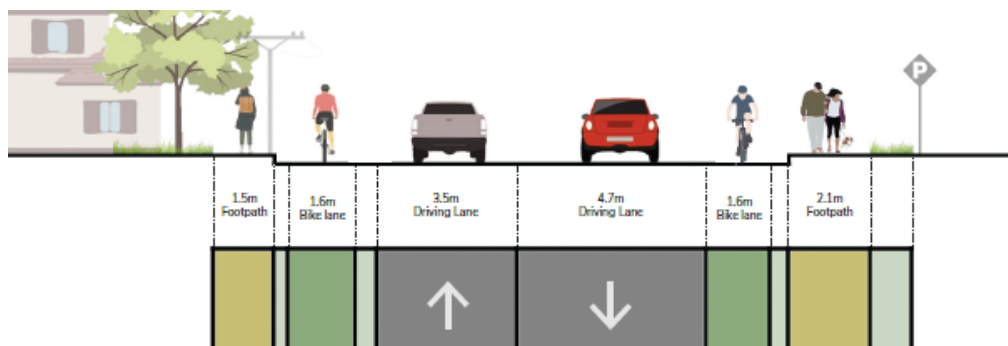


Figure 4: A typical cross-section of the Coburg Activity Centre section of the project area

There are some large canopy trees on the north, and limited tree planting on the south side of the street. The area features retail and commercial businesses, residential uses, and medical centre, sports facilities, public car parks and a community centre. There have been some serious crashes involving people walking and riding in this section recently.

Harding Street

The Harding Street section of the project area runs from Chambers Street to Nicholson Street, including the Nicholson Street intersection. Figure 5 below shows an aerial image of the street segment with photos of some key features.

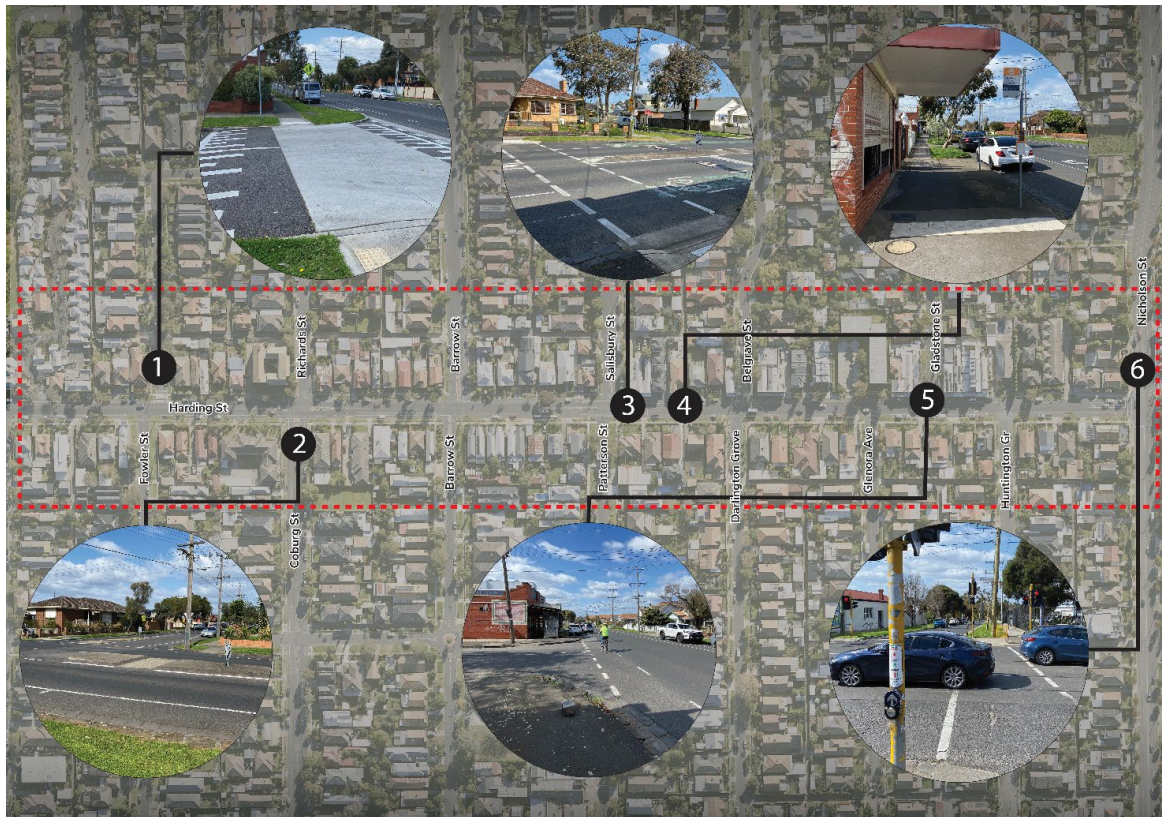


Figure 5: Aerial map and photos of the Harding Street section of the project area

Street layout and use

There is generally unrestricted on-street parking along both sides of the street in this section, with adjacent un-protected bike lanes, and a 2-way general traffic lane. There are some traffic islands at some of the intersections, a supervised school crossing near Paterson Street, and trees planted in the nature strips sporadically along the section. Figure 6 below shows a typical cross-section on this street segment.

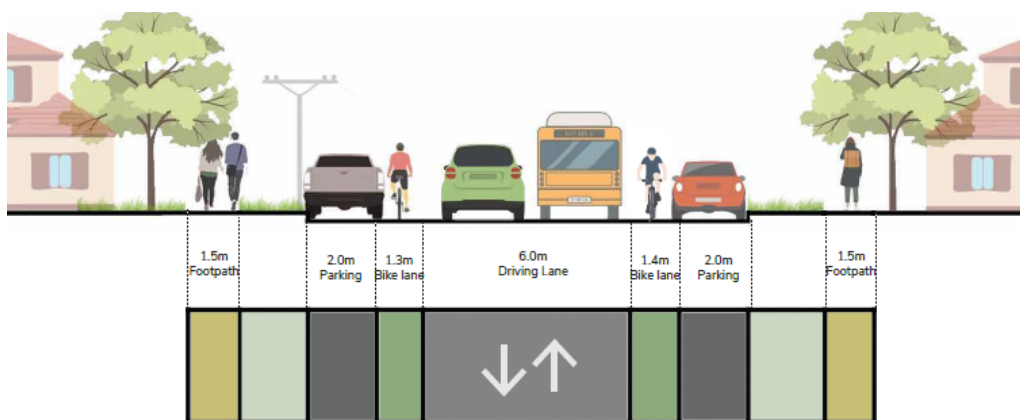


Figure 6: A typical cross-section of the Harding Street section of the project area

This section is predominantly made up of residential land uses, with most (but not all) dwellings that face the street including off-street car parking. There are also 3 small stretches of local shops on the northside of the street, and 2 primary schools and a high school nearby..

Munro Street

The Munro Street section includes all the area west of Hudson Street to Rose Street. Figure 7 below shows an aerial image of the street segment with photos of some key features.



Figure 7: Aerial map and photos of the Munro Street section of the project area

Street Layout and use

There is a 2-way traffic lane with unrestricted on-street parking on both sides of the street. People riding bikes mix with traffic in this section, and the speed limit is 50kmh. Figure 8 below shows a typical cross-section on this street segment.

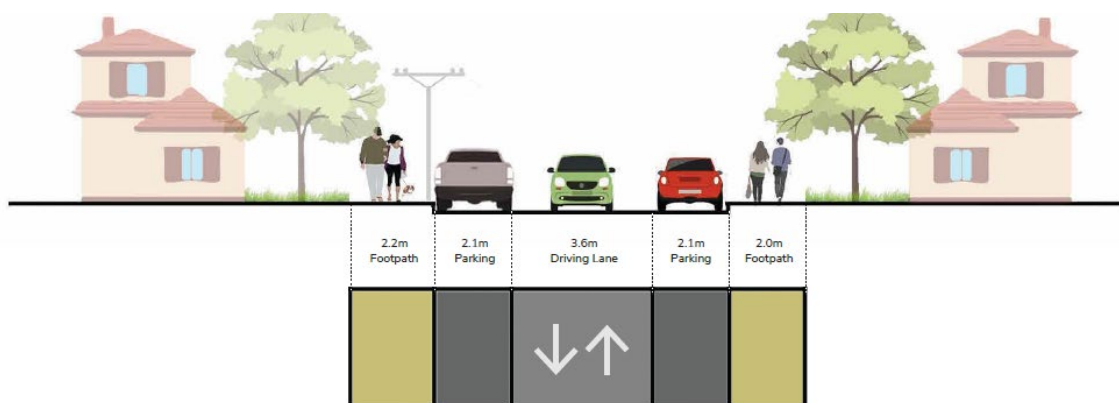


Figure 8: A typical cross-section of the Munro Street section of the project area

This section is predominantly residential land-uses, with a few small local shops and a park with a playground near Shamrock Street intersection. The street provides a good local connection the Coburg activity centre, Coburg Station, and Syndey Road. The 512 Bus runs along the street from Gordon Street toward the train line, and most bus stops do not have seating or shelter. Coburg West Primary School, Reynard Street Neighbourhood House, McCleery Reserve, and Robson Reserve are some of key destinations in the vicinity.

Considerations for Improvements

There are a number of different design interventions that may be suitable to improve the corridor for all users and to work towards achieving the project objectives. There are also different constraints that will shape any future design work. Design interventions should aim to create more welcoming streets where people have a viable option to walk and ride for local trips, and encourage people to spend more time there.

Opportunities

Some of the opportunities for improvements that we think could be appropriate for each street section are listed below.

Coburg Activity Centre

- More space for people walking, particularly on southern footpath
- More places for people to safely cross the street safely
- More street trees and greening
- Safer bike lanes for people riding bikes and scooters
- Improving experience for customers of the local shops on Munro and Harding Streets
- Improved bus stops with more seating and shelter

Harding Street

- Upgrade school crossing at Patterson Street to traffic lights
- Improving side street crossings
- More safe places to cross over Harding Street
- Improved connection for people walking and riding to Merri Creek
- More street trees and greening

Munro Street

- Improving walking environment, particularly at side streets
- Reducing the amount of non-local traffic and rat running
- Addressing known road safety issues
- More street trees and greening

Constraints

Based on our analysis of the project area, we have identified some factors that limit what can be done in each of the sections.

Coburg Activity Centre

- Existing flooding issues need to be considered in any new road infrastructure
- Heavy vehicle access to large shopping centres

Harding Street

- All design needs to consider potential impact on 512 bus route
- Narrower road width with significant trees in nature strips

Munro Street

- All design needs to consider potential impact on 512 bus route
- Very high traffic volumes for this type of street
- Narrower road widths