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28/12/2015
1. INTRODUCTION
1.1 PROJECT BACKGROUND

In November 2016, Mount Alexander Shire Council commissioned a team of landscape architects, urban designers and town planners to develop designs for the town centre streetscapes of Castlemaine and Maldon.

A community engagement process led to a conceptual streetscape plan, design principles and design standards for both towns.

The streetscape plans cover a number of components including pedestrian connectivity, safer crossings, street trees, and public spaces. The design standards provide detail for streetscape elements such as street furniture, paving materials and crossovers.

These streetscape plans and design standards will guide Council and the local community in the future management, maintenance and improvement of the historically and socially significant town centre streetscapes of Maldon and Castlemaine.

1.2 PURPOSE OF DOCUMENT

This document provides strategic streetscape direction, in addition to practical short-term recommendations that Council implement in Maldon immediately. The strategic recommendations include some larger, streetscape projects, which can be planned and budgeted for over a number of years.

The design standards component provides a palette of recommendations that respect the history of Maldon while maintaining streetscape consistency, improved functionality and amenity across the town centre.

The project concentrates on the public realm, which includes the components of the streets and footpaths. Building facades and undergrounding of powerlines are not included.

1.3 STUDY AREA

The focus of the study area are the town centre segments of Main Street and High Street.

The study area includes High Street from Spring Street to Francis Street, and Main Street from High Street to Vincents Road.
2. MALDON TODAY
2.1 ESSENTIAL QUALITIES OF MALDON

Maldon is a picturesque, charming and relatively intact 19th century town in the goldfields region of Central Victoria. There are a number of specific streetscape elements that make the town’s centre such an appealing destination for residents and visitors alike. They include:

- The mostly building facades that line High Street and Main Street.
- The kink in the alignment of Main Street.
- Wide footpaths and intact, often continuous verandahs provide businesses a place to display their wares or offer outdoor dining.
- Heritage features such as the stone channels and timber crossovers are consistent throughout the town centre.
- Mature street trees line High Street with ad hoc spacing, which add a degree of charm because of their irregularity.
- The view down Main Street to Anzac Hill provides a beautiful backdrop to the town centre.

These components are the essential qualities of Maldon. They need to be protected, maintained and subtly enhanced to keep the character of the town intact.
2.2 STREETScape DETRACTORS

While the streetscape of Maldon’s town centre is appealing, there are a few components that do not contribute positively. The purpose of this project is to identify these components and make suggestions about how to rectify the issue.

Pedestrian safety has been identified anecdotally as an issue. With no formal crossings and very wide roads, crossing can be a challenge for some people. In particular, the High Street and Main Street intersection is very wide and uncontrolled.

The ‘Old Bank’ corner located on the corner of High Street and Main Street is the central point of town and yet it does not provide any aesthetic value. Currently used as a carpark, the site is a shadow of its former glory, when it was home to a bank, now demolished.

Access from parked cars to the footpath is challenging for some people due to tree roots, deep stone channels and the random spacing of timber crossovers. Many of the stone channels require restoration and many timber crossovers do not meet accessibility standards.

The health of many of the street trees in town is compromised due to the asphalt surface up to the base of the tree trunk.

The existing streetscape furniture is looking ‘tired’ and bins do not accommodate recycling nor do they meet manual handling standards.

1. The very wide intersection at Main Street and High Street can compromise pedestrian safety particularly on busy days.
2. The ‘Old Bank’ corner is the heart of Maldon and yet it does not reflect the architectural and streetscape quality of the rest of the town.
3. Access from parked cars to the footpath is difficult due to the stone channels and crossovers. Pedestrian visibility is compromised at crossing points due to parked cars.
4. In many cases asphalt surrounds many of the street trees in the town which allows cars to park on top of tree roots thus restricting the transfer of essential elements required for tree health.
5. Furniture is tired. No recycling bins.
6. Western edge of High Street as the priority area for gutter improvements and preservation.
2.3 SUMMARY OF EXISTING CONDITIONS

Maldon is a beautiful town with wonderful assets. Subtle interventions could improve the experience for both residents and visitors. Improvements fall into the following categories:

- **Heritage Management** - restoring kerbs, stone channels.
- **Pedestrian connectivity and safety** - identifying key crossing areas and reducing crossing distances in key locations.
- **Landscape** - Protecting street trees and providing more shade.
- **Furniture** - Upgrading streetscape furnishings.
- **Placemaking and orientation** - Identifying locations suitable for public realm improvements and improved legibility through town.

These will be detailed further in Chapter 4.

The history of some of the existing streetscape features is summarised in APPENDIX 1 Public Realm Details - History.
3. ENGAGING WITH THE COMMUNITY
3.1 ENGAGEMENT PROCESS

The process has included five key interactions with the community. In June 2017, Council hosted an online survey to understand what the community likes about Maldon’s town centre and where improvements are necessary.

In that same month, the project was presented to the community following a Council meeting in Maldon, outlining the issues and opportunities for the project.

In August, the project was presented to the Maldon Streetscape Committee outlining initial design ideas and taking detailed feedback.

In October 2017, a Listening Post was held on a Saturday morning in Main Street where the designs produced in this document were displayed. The same materials were displayed on Council’s ‘Have your Say’ webpage for two weeks following the Listening Post.

In December 2017, the project was again presented to the Streetscape Committee confirming support for proposals shown at the Listening Post.

Community engagement has been important throughout, and the designs produced in this document reflect the general sentiment of the community.

3.2 COMMUNITY FEEDBACK

The Maldon Streetscape Committee has provided consistent comment and feedback throughout the project.

Feedback from the first two community interactions produced the following results:

- 41 people responded to the online survey.
- 13 people submitted completed questionnaires after the June 2017 community forum, in addition to several comments on the scribed onto the meeting materials.

Of the approximately 60 responses:

- 26 people wanted powerlines removed.
- 23 people made comment about more trees, more shade and better protection for existing street trees.
- 20 people cited disability access as an issue.
- 16 people commented on wanting improvements to rubbish bins and the addition of recycling bins.
- 16 people suggested a car-free main street.
- 16 people wanted to see more seating.
- 10 people mentioned improved street lighting.
- 12 people think there needs to be more compliance with storefront signage and Council’s sandwich board regulations.
- 8 people want to see more events in the town centre.
- 7 people want to see bike parking.

The community feedback from the Listening Post included general support for:

- Engaging with the property owner to consider options for better utilisation of ‘Old Bank’ corner.
- Additional use of off-white timber posts and railings.
- Crossing points with some tweaks. Small intervention near the supermarket with a larger one near pharmacy. Two people do not support furniture at crossing points.
- More trees in High Street.
- Narrowing of Main Street at High Street intersection to minimise crossing distance.
- Better pedestrian and bicycle connections from town centre to sites around town.
- Subtle wayfinding signage.
- Speed reduction and oversized traffic restrictions.

One person does not like crossovers and kerb extensions at High and Main for fear of detracting from historic value of street.

One person wants an emphasis on building facade improvements instead.

- One person wants parking spaces marked although this was not supported by majority.
- One person wants more detail in rubbish bin design.
- A couple of people want pedestrians to have right of way over vehicles and the use of shared spaces or Main Street closed to traffic altogether.
- One person wants more specific locations for bike facilities.
- A couple of people want truck speeds reduced and oversized traffic restrictions for Main Street.
- MASDAG generally in support but questions around adherence to Disability Access & Mobility standards and accessible parking areas remain.
- VicRoads need to be consulted prior to any improvements to High Street or the Main Street/High Street intersection.
4. STREETSCAPE PLAN
4.1 GUIDING PRINCIPLES

The following guiding principles presented to the community and have helped shape the project:

- The streetscape design will respect the heritage fabric of Maldon.
- The improvements will include subtle design interventions that improve the public realm without detracting from the existing environment. The philosophy has been to design minimally to not jeopardise the town’s character.
- The proposals will utilise the existing Maldon streetscape vocabulary and not introduce new details and features unless necessary and approved by the community.
- The design references key documents such as the Maldon Conservation Study.

4.2 STREETSCAPE PLAN

The broad components of the Conceptual Streetscape Plan are outlined below and identified in the plan. Additional detailed information can be found on the following pages.

Heritage management

- Restore kerbs and stone channels particularly in locations on western side of High Street where they are in disrepair.

Pedestrian connectivity and safety

There are five key locations where improvements to pedestrian crossings is appropriate. Consider:

- Narrowing the intersection and creating kerb extensions at Main Street and High Street to reduce pedestrian crossing distances and improve driver site lines.
- Inclusion of kerb extensions to edge of parking lanes at two locations on Main Street to provide identifiable crossing locations and allow pedestrians to see and be seen by oncoming traffic more easily.
- Two crossings on High Street, one north of the Main Street intersection and one south of the intersection. Exact locations are not yet confirmed. They would not be marked crossings but could be similar to kerb extensions as proposed for Main Street. Pedestrian operated signals have been suggested by the community for the crossing north of the Main Street intersection. Consultation with VicRoads is required.
- Locating accessible parking spaces adjacent to designated crossings and ensuring timber crossovers meet accessibility standards.
- Reducing traffic speed to 15km-20km per hour on Main Street.
- The community has also raised the possibility of adding rumble strips on Main Street at the intersections High Street and Templeton Street to slow traffic and alert drivers to the presence of pedestrians.

Landscape

- Protect street trees by removing asphalt around base of tree and replacing with a decomposed granite.
- Provide more shade by planting additional street trees in High Street. Main Street to remain without street trees.

Furniture

- Upgrade streetscape furnishings including the addition of recycling bins.
- Create guidelines for wayfinding signage and provide precedent examples.

Placemaking and orientation

- Engage with the property owner to consider options for better utilisation of ‘Old Bank’ corner.
- Consider two additional designated pedestrian crossings on High Street.
- Co-locate accessible parking spaces adjacent to designated pedestrian crossings and ensure that all crossovers to footpath meet accessibility standards.
- Remove asphalt around street trees.
- Plant additional street trees and implement a tree replacement strategy for over-mature and senescing trees.
- Consider options for a public space at ‘Old Bank’ corner including feature lamp, seat and gathering space.
- Upgrade street furniture including seats and bins. Refer Design Standards for details on furniture placement.
- Potential in-road stone rumble strips.
4.3 FEATURED PROJECTS

4.3.1 INTERSECTION OF MAIN STREET AND HIGH STREET

A narrowing of the intersection through the use of kerb extensions is proposed at the intersection of High Street and Main Street.

The intersection is currently very wide and does not include a clear location for pedestrians to cross. Although there is only a single lane of traffic in either direction, cars utilise the full width of the street which makes it more difficult for pedestrians to cross safely.

The proposal will:
- Reduce crossing distances for pedestrians.
- Channel vehicles into a single, more ordered flow of movement.
- Direct pedestrians to a single crossing point. Careful placement of pram ramps will help negate the need for marked crossings.
- Provide additional space for seating, low planting, signage or public art on both sides of Main Street.

Detailed design and engineering advice will be required to:
- Further investigate sight lines at intersection to ensure both driver safety and pedestrian safety particularly on High Street.
- Liaison with VicRoads will be required.

Approximately three parking spaces would be lost on Main Street to accommodate this crossing. Efforts could be made with better signage, to direct drivers to additional parking spaces on Tobin Street and Fountain Street on the busy days where parking is fully occupied.
4.3.2 PEDESTRIAN CROSSINGS ON MAIN STREET

Two locations have been identified for designated pedestrian crossing points on Main Street.

Although the street is relatively narrow, pedestrian activity is high. With no formal crossing points, pedestrians move between parked cars and cross the street haphazardly creating safety concerns for both pedestrians and drivers.

Although exact locations will need to be identified, conceptually one can be located near the supermarket and the other can be located near the chemist and newsagent.

This proposal will:

- Narrow the crossing distance on Main Street by creating a designated pedestrian space out to the edge of the line of parked cars. This will improve visibility for both pedestrians and vehicle drivers.
- Locate the kerb extensions directly opposite each other. This will provide pedestrians with a direct and short crossing point instead of the current situation shown in the adjacent images.
- Channel pedestrian movement to two key locations on Main Street.
- Provide the opportunity to create accessible crossovers to the footpath.
- Utilise an existing parking space on either side of the street and transform it into pedestrian space.

A person requiring additional time to cross Main Street is currently forced to find a crossover and walk up the middle of the street until an appropriate crossover on the opposite footpath is located. This proposal recommends formalising a couple of points on Main Street to provide safe access out to the edge of the parked cars, in addition to ensuring a timber crossover in these key locations that meet accessibility standards.
Detailed design and engineering advice will be required.

- Further investigate sight lines at proposed crossing points to identify exact locations.
- Detailed design will take into consideration exact levels and grades. The kerb extensions will include timber crossovers to bridge the stone channels between footpath and road. Crossovers are to be designed and constructed to meet Australian Standards - Design for access and mobility (AS 1428 1-2009).
- To meet accessibility standards, crossfalls on timber crossovers must be less than 3%. The existing crown on the road at each proposed crossing point may not meet AS 1428 1-2009. Regarding the road crown at specific locations to meet accessibility standards may be required. As an interim step, ensuring the timber crossovers are compliant will allow accessible parking spaces to be located immediately adjacent to the crossing. Localised regrading may solve the problem in some cases.
- The existing grades will also determine the width of the timber crossover. It should be designed to extend at less than 3% from the kerb until it meets the road.
- Tactile indicators will be required to meet accessibility standards and are shown here at a conceptual level only.
- The possibility exists to demarcate the crossing with stone banding within the actual roadway. This would require further liaison with heritage specialists.

Proposed Section Main Street - Pedestrian crossings

Pedestrian crossover points - Full width near newsagent

Pedestrian crossover points - Half width near supermarket
4.3.3 PUBLIC SPACE

‘Old Bank’ Corner is the most visible site in Maldon. It was the location of a bank until the building was demolished. The current building is a former petrol station with its associated canopy. The site is now used for retail and parking.

Given the site’s visibility and location at the intersection of High Street and Main Street, the community has suggested the long-term potential of utilising at least some or all of the parcel for public space.

Maldon does not have a central plaza or town meeting place, and this is an ideal location. Spaces do not have to be big to be good community spaces, and there are many examples of small town plazas and meeting spaces that could be referenced for precedents.

In the interim, improvements to the excessive right-of-way at the corner of Main Street and High Street through the use of kerb extensions can accommodate some of the features shown in the adjacent photos.

Ultimately the existing concrete and asphalt driveway crossovers could be consolidated and the stone kerb and crossovers restored around the perimeter of the site to define this location as a central feature of Maldon and entrance to Main Street.
5. DESIGN STANDARDS
MALDON STREETSCAPE OPPORTUNITIES

Maldon Streetscape Design Standards

Key Features

1. Bench (See 5.1.2 Maldon Town Seat)
2. Bin (See 5.1.3 Maldon Town Bin)
3. Bike Rack (See 5.1.6 Bike Rail)
4. Bollards (See 5.1.6 Bike Rail)
5. Heritage Light (See 5.1.5 Heritage Street Light)

Locations are approximate only. On-site confirmation of locations are essential.

As space allows + with heritage advice

Streetscape Components Location Plan
5.1 DESIGN STANDARDS

5.1.1 STREET TREES

Street trees are a major feature of Maldon. Existing trees should be protected and new trees added to further enhance the Maldon streetscape. The following broad strategy is recommended:

Protection of existing trees

- Remove areas of asphalt immediately around base of trees to create additional pervious surface and replace with loose decomposed granite. Creating a pervious surface between the tree and the stone channel is a high priority. It is anticipated that the granite will need to be replaced at regular intervals. The change in surface material may assist with a reduction of vehicles parking at the base of trees however, without appropriate signage it’s unlikely to stop drivers parking there altogether. A row of stone pitches could improve demarcation of the area although there has been community resistance to adding new streetscape elements.

Succession Strategy

Many of the street trees in Maldon are reaching the end of their lives. A number of trees have already been removed, and for streetscape character it is critical that these trees are replaced. The Dutch Elm (Ulmus x hollandica) is the dominant street trees species and the vulnerability of the species is a concern in the changing climate at Maldon.

While mature trees are often quite resilient to climatic changes, projected temperature increase may make it difficult to establish new or replacement specimens of English Elm. The vulnerability of the species due to temperature increases is not meant to indicate that is should be removed pre-emptively or wholly excluded from further plantings. Future tree planning can maintain the existing character with a similar size and formed species that may be more tolerant of predicted climate, thereby supporting the town’s historic character.

- Undertake tree-by-tree replacement, as it is the most organic way to replant the town centre.
- Consider replacement with an alternative species matching scale, ultimate size, form and character. Refer Appendix 2 - Appropriate Tree Species for suitable alternatives.
- Keep the tree spacings irregular to match the existing street tree pattern.
- Add pervious surface around new trees.

Creating pervious surface around existing and new trees
5.1.2 THE MALDON ‘TOWN SEAT’

DESCRIPTION

This seat is already widely used throughout Maldon. It will continue to be the signature town bench. These guidelines suggest a change of colour from brown to black.

LOCATIONS

• Locate seats throughout the town centre on footpaths and on kerb extensions.
• Specifically, co-locate seats adjacent to the five recommended crossing points, which constitutes four benches per crossing.
• Add another bench on footpaths at mid-points between pedestrian crossings.
• Add additional seats outside specific establishments (e.g. ice-cream shops) as required.
• Consider adding seats to kerb extensions at intersection of Main Street and High Street with heritage advice.
• On footpath, locate the backs of seats 400mm from kerb facing store fronts.
• Position seats to take advantage of summer shade, winter sun and interesting views or activities.
• Locations of existing seats should be re-considered at time of re-painting and be either moved or retained in place.

MATERIAL

• Metal

DIMENSIONS

• As per manufacturers specification

COLOUR

• RAL 7021 Black Grey or RAL 9004 Signal Black. Matt finish.

SPECIAL NOTES

The design of the Maldon town seat is elegant and timeless. The community strongly supported retaining these benches. The existing seats should all undergo a fresh paint.

Existing non-conforming town seats should be removed unless they have heritage value or particular sentimental value for some aspect of town culture.
5.1.3 THE MALDON ‘TOWN BIN’

DESCRIPTION

The proposed litter and recycling bin combination will meet manual handling standards, that are not currently met by the existing Maldon bins. A timber enclosure will shield two 120 litre plastic wheelie bins inside - one litter and one recycling bin.

LOCATIONS

- Locate one bin at kerb extensions and designated crossing points only. Given their relative bulk and visual impact no more than 10 bins should be installed throughout the town so as not to change the town’s character.
- Place on the edge of the footpath immediately behind the stone kerb facing shop fronts.
- Locate regular bin and recycling bin together.

MATERIAL

- Natural timber (to age silver grey)

DIMENSIONS

- The timber enclosure must fit snugly around a 120 litre plastic bin to keep the size as small as possible. Some room to accommodate manual handling must be included.

COLOUR

- Natural timber (to age silver grey)

SPECIAL NOTES

- The timber enclosure should be designed with two hinged gates at front, for easy access.
- The bin must include two small signs depicting recycling and regular rubbish.
- A small town Shire logo on one or both sides is also appropriate and should be engraved into the timber.
DESCRIPTION
The existing timber crossovers are a heritage feature of Maldon and should remain in place. As they require replacement over time due to wear and tear, they should be rebuilt to meet the following standard.

LOCATIONS
Add new crossovers:
- at proposed designated crossing points.
- where existing crossovers have fallen into disrepair.
- where a non-historic crossover exists e.g. concrete crossover.

MATERIAL
- Natural timber (to age silver grey)

DIMENSIONS
- A timber kick-rail must be provided at 75mm high and 100mm wide.
- The timber crossover must be no less than 1.8 metres wide between kick-rails.
- The grade must be less than 3%.

COLOUR
- Natural timber (to age silver grey)

SPECIAL NOTES
- Crossovers are to be designed and constructed to meet Australian Standards - Design for access and mobility (AS 1428.1-2009)
- The existing crown of the road at each proposed crossing point may not meet AS 1428.1-2009. Regrading of the road’s crown at specific locations to meet accessibility standards may be required.
- The crossover may require a narrow metal strip to transition from asphalt to timber.
5.1.5 HERITAGE STREET LIGHT

DESCRIPTION
Community feedback has been supportive of installing a replica heritage gas lamp at the ‘Old Bank’ corner. The fixture can be faithfully reproduced by Billmans foundry in Castlemaine, the original manufacturers. Although historical replication is not always viewed favourably, the community felt that this was a worthwhile exception.

LOCATIONS
• Single location on public land at ‘Old Bank’ corner to reflect the street lamp’s original position.

PRODUCT
• Billmans Foundry - Campaspe Column
• A larger custom lamp head that is larger than the standard head will need to be selected/designed to better reflect the original fixture.

COLOUR
• RAL 7021 Black Grey or RAL 9004 Signal Black. Matt finish.
5.1.6 RAIL AND BOLLARD

DESCRIPTION
Rail and bollard for demarcation and bike racks

LOCATIONS
- Place sporadically. Although both the rail and the bollard have been historically used throughout Maldon, their use in the town centre has been limited.

MATERIAL
- Timber

DIMENSIONS
- 100mm square post
- Bollard: 45 degree pointed top
- Rail: 45 degree angle on the horizontal rail
- As bike rack, the horizontal rail may need to be smaller (75mm x 75mm)

COLOUR
- RAL 9010 Pure White
  (This is an off white)

SPECIAL NOTES
- Bollards were rare in early decades of Maldon’s history but became more apparent after 1900. Their use should be limited.
- The rails can double as bike racks, but they also should be used sporadically. Rails may not be appropriate in town centre, but could be used just beyond study area boundaries.
- A bike symbol could be engraved into the rail.
- Galvanised poles should continue be used for parking signs etc. White timber posts should be used sparingly since they were not ever a major feature of the town’s streetscape.
5.1.7 PAVING

DESCRIPTION
The footpaths of Maldon are primarily asphalt. This material is inexpensive, durable, easy to replace and it does not draw attention away from the built form. Asphalt should remain the primary paving material throughout the town.

Several site retain areas of heritage slate. These locations should be maintained and protected as they add a layer of interest, history and detail to the streetscape.

LOCATIONS
• Maintain and protect the areas of heritage slate.
• Slate paving may be appropriate in feature areas such as the Old Bank Corner, but would need to be considered as part of a detailed design exercise and confirmed with heritage specialists.
• Consider exposing and restoring areas of heritage slate that have been covered by asphalt.

MATERIAL
• Asphalt

MAINTENANCE
• Care should be taken to lay asphalt in a uniform way and without impacting heritage kerbs. Remove areas of asphalt that has covered heritage kerbs.

COLOUR
• Standard hot mix - not cafe mix

Asphalt footpaths of Maldon

Slate paving should be retained and protected

Care must be taken when laying asphalt to not cover the stone kerbs
5.1.8 STONE CHANNELS, KERBS & RUMBLE STRIPS

DESCRIPTION
Efforts should be made to restore stone channels line and level. While some restoration has already been undertaken, community feedback suggests that the placement of the stones should be less ‘orderly’ and more ‘random’ to better reflect the original construction style.

There has also been some community support for stone rumble strips at two places on Main Street, as a way of slowing traffic and alerting drivers to the presence of pedestrians. Whilst still requiring adequate consultation with community and local historians, the rumble strips could be constructed from local stone in a pattern and width to match the aesthetics and proportions of existing stone channels.

LOCATIONS
• The heritage stone channels are located throughout Maldon and should remain.
• The rumble strips could be located on Main Street at the intersections of Templeton Street and High Street.

MATERIAL
• Harcourt granite

MAINTENANCE
• Undertake regular checks to ensure tree roots are not buckling stone channels and match level.

COLOUR
• Stone.
5.19 WAYFINDING

DESCRIPTION
Some wayfinding signage already exists in Maldon. This provides a strategy for additional wayfinding signage.

STRATEGY
Generally the signage approach should be to add useful signage in a very subtle way. Instead of incorporating signage on new posts, they should be mounted on existing walls and in the ground plane.

APPROPRIATE SIGNAGE
- Classic directional sign - Retain existing sign at ‘Old Bank’ corner
- A town map may be better located either on a wall in a laneway or on a horizontal surface which could become a feature on ‘Old Bank’ corner.
- Informational signage should be located on existing laneway walls or in the footpath. Take care not to add clutter to streetscape.
- Consider additional directional signage to expand tourism e.g., a bike map showing links to Maldon Railway Station.
5.2 PRIORITISATION AND IMPLEMENTATION

General Implementation Strategy

The intention of this document is to maximise the aesthetic appeal and function of the streetscape using the rich, intricate built form that already exists. Accordingly, recommendations for implementation of the Maldon Streetscape Plans and Design Standard are generally subtle, restrained and economical with most of the recommendations able to be completed as funding becomes available or as maintenance needs arise.

To implement the recommended improvements to the streetscapes of Maldon, the following list has been prioritised in order of need:

**High Priority**
- Restore stone channels.
- Replace senescing street trees.
- Upgrade street furnishings - include seats and bins.
- Add bike racks.
- Upgrade asphalt.
- Add pedestrian connections in Main Street.

**Medium Priority**
- Add kerb extensions and intersection narrowing at corner of High Street and Main Street.
- Improve ‘Old Bank’ corner in public realm.

**Low Priority**
- Engage with the property owner to consider options for better utilisation of ‘Old Bank’ corner.
- Develop a wayfinding strategy and detailed recommendations.
- Work with VicRoads to consider additional pedestrian crossings on High Street.