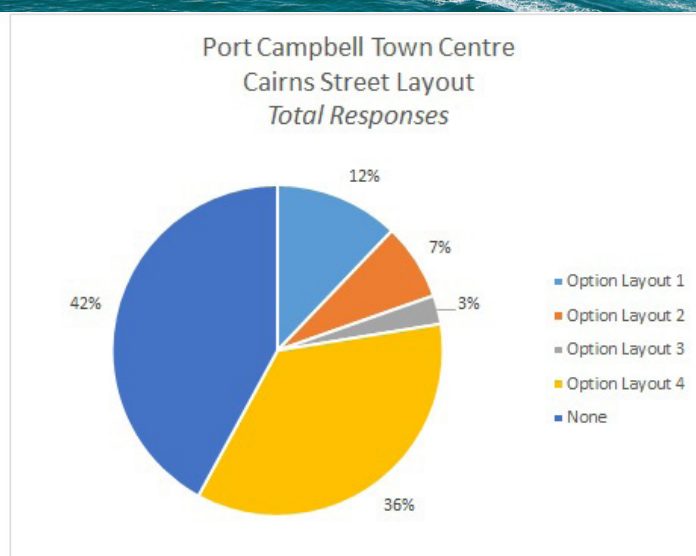
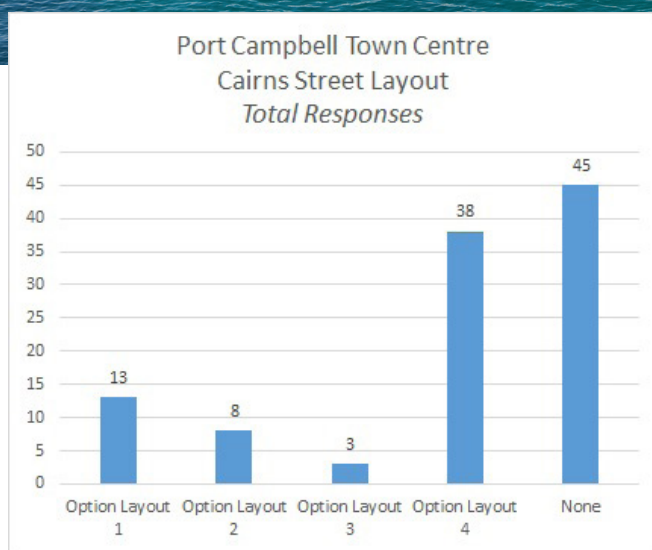


Port Campbell Town Centre

Project Community feedback on concept designs options for Cairns Street/foreshore area



Following the consideration of community comments made on the initial draft concept plan during January 2018, further consultation was undertaken to obtain more detailed feedback on the Cairns Street/foreshore area.

Four different design options were prepared for additional community consideration.

Council received a total of 70 online and 37 hard copy responses relating to the Cairns Street layout options presented to the community in August 2018.

The results reflect mixed opinions to the varying designs, with some responses supportive of Option Layout 1 and 2 and a lesser extent Option Layout 3 but the majority preference being for Option Layout 4 which was slightly higher than 'None of the Options' response. Of the 70 surveys, 19 advised they don't like any, but had to tick one to continue the survey.

These 19 Option 4 responses have been moved and reflected in the 'none' column.

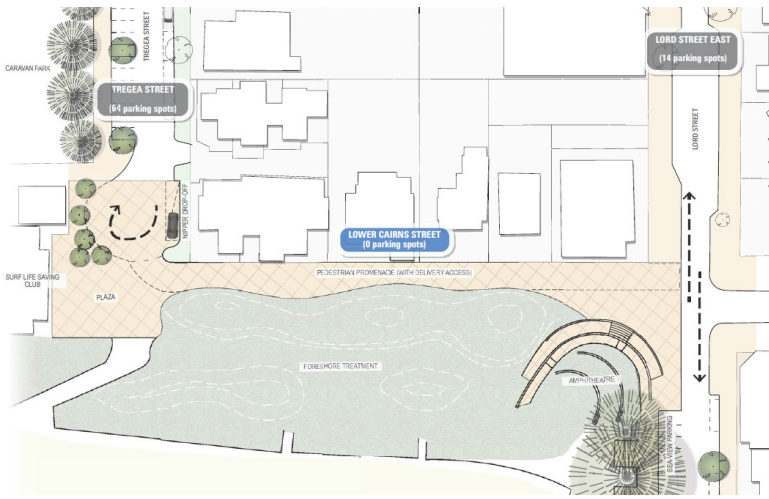
In addition Council was presented with a petition of 271 signatures requesting Option 5.

"Keep the Port Campbell foreshore accessible to everyone by retaining the current amount of car parks along the foreshore and ensure the continuation of two-way traffic."

As this was a different process and there is potential that some people have responded to both the survey and the petition, we have not included the petition results with the analysis of the surveys.

A summary of results from the consultation can be found at www.corangamite.vic.gov.au/PCTCP-Update



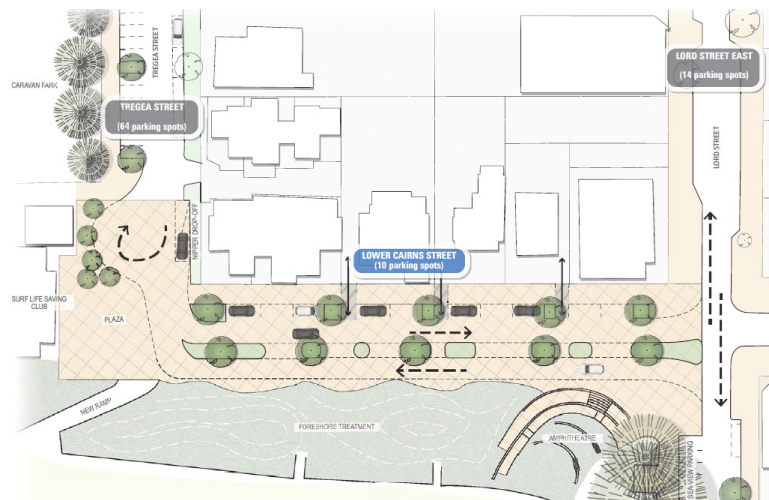


OPTION 1 Pedestrian promenade

- Full closure of Cairns Street adjacent to foreshore, and creation of a pedestrian space integrated with the foreshore treatment.
- Removal of all parking from Lower Cairns Street. Parking is redistributed to other parts of the Town Centre, mainly Tregea Street.
- No vehicular access, other than for emergency vehicles and delivery vehicles.
- Entirety of paved area can be utilised as a public plaza for markets, events, outdoor dining, etc.
- Extended area of green foreshore parkland and establishment of amphitheatre space to maximise views of Port Campbell Bay for visitors.
- Reduced stormwater runoff from smaller pavement area.
- Establishment of pedestrian-priority plaza adjacent to the Surf Club with retention of related vehicular access requirements.
- Reconfiguration of Lord Street West to provide more 'nose-in' parking with views towards Port Campbell Bay.

OPTION 2 One-way shared zone

- Removal of some parking from Lower Cairns Street. 16 parking spaces retained, comprising 13 angle spaces with convenient access to Town Centre shops and businesses and 3 spaces with views to bay. The balance of removed parking is redistributed to other parts of the Town Centre, predominantly within Tregea Street.
- One-way vehicular access at all times for vehicles travelling from Tregea Street towards Lord Street.
- Extended area of green foreshore parkland and establishment of amphitheatre to maximise views of Port Campbell Bay for visitors.
- Reduced stormwater runoff from smaller pavement area.
- Establishment of pedestrian-priority shared zone along entire length of Lower Cairns Street between Tregea Street and Lord Street.
- Opportunity to close shared zone to motor vehicles at peak holiday times to use paved area for markets, events, outdoor dining, etc.
- Reconfiguration of Lord Street West to provide more 'nose-in' parking with views to Bay.



OPTION 3 Two-way shared zone

- Removal of some parking from Lower Cairns Street. 10 parallel parking spaces are retained, with convenient access to Town Centre shops and businesses. The balance of removed parking is redistributed to other parts of the Town Centre, mainly Tregea Street.
- Two-way vehicular access at all times for vehicles travelling between Tregea Street and Lord Street.
- Reduced area of green foreshore parkland resulting from the expansion of pavement required to facilitate two-way vehicular movement with space for pedestrian activation along the residential / shopfront side and a pedestrian refuge between the trafficable lanes.
- Increased stormwater runoff from expanded pavement area.
- Establishment of pedestrian-priority shared zone along entire length of Lower Cairns Street between Tregea Street and Lord Street.
- Opportunity to close off the shared zone to motor vehicles at peak holiday times to utilise the entire paved area as a public plaza for markets, events, outdoor dining, etc.
- Reconfiguration of Lord Street West to provide more 'nose-in' parking with views towards Port Campbell Bay.

OPTION 4 One-way shared zone

- Removal of some parking from Lower Cairns Street. 25 spaces are retained, comprising 13 angle spaces with convenient access to Town Centre shops and businesses and 12 spaces with views to bay. The balance of removed parking is redistributed to other parts of the Town Centre, predominantly within Tregea Street.
- One-way vehicular access at all times for vehicles travelling from Tregea Street towards Lord Street.
- Extended green foreshore parkland and establishment of amphitheatre to maximise views of Port Campbell Bay for visitors.
- Marginally reduced stormwater runoff from slightly smaller pavement area.
- Establishment of pedestrian-priority shared zone along entire length of Lower Cairns Street between Tregea Street and Lord Street.
- Opportunity to close off the shared zone to motor vehicles at peak holiday times to utilise the entire paved area as a public plaza for markets, events, outdoor dining, etc.
- Reconfiguration of Lord Street West to provide more 'nose-in' parking with views towards Port Campbell Bay.

