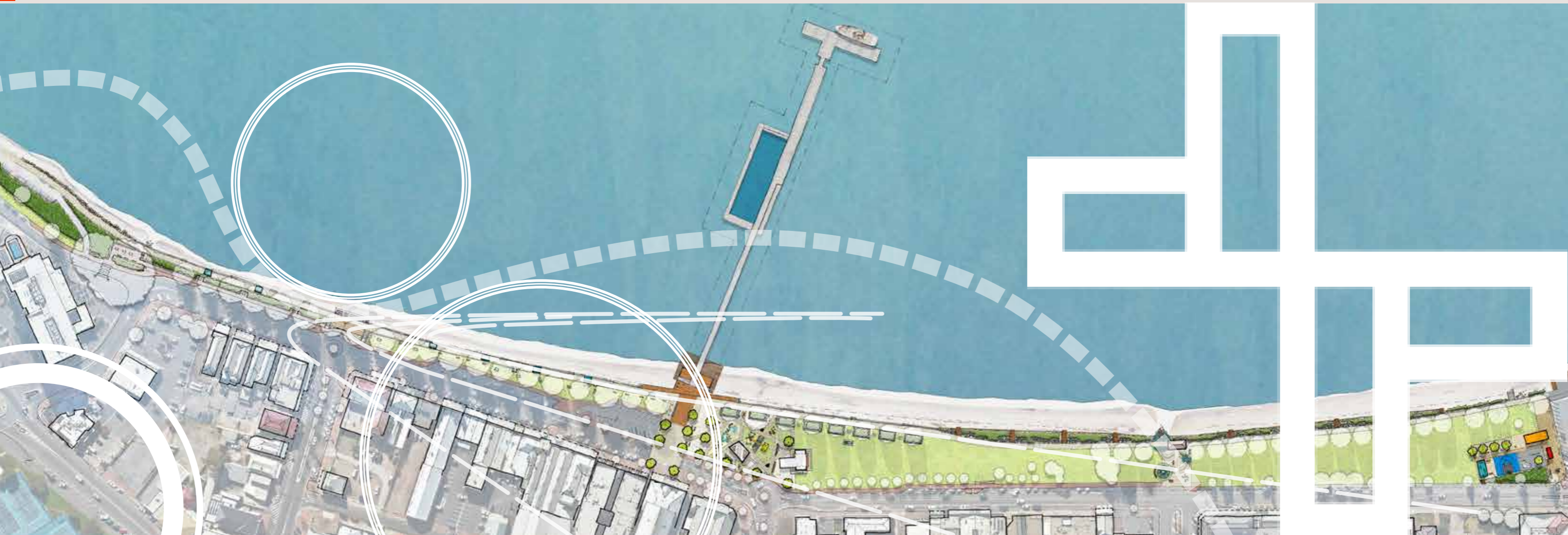


Port Lincoln Precincts Master Plan CBD_Foreshore_Marina

Prepared for the City of Port Lincoln



Jensen PLUS together with
+ InfraPlan
+ Rider Levett Bucknall
+ Brecknock Consulting

JENSEN PLUS  Planning
Landscape Architecture
Urban Design
Social Planning

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1. Foreword

A message from the Mayor and CEO



Mayor Brad Flaherty

A 35 minute flight from Adelaide lands you in Port Lincoln. The Barngarla first peoples culture is alive and prospering, along with the fishing and aquaculture industry that makes us Australia's Seafood Capital. Our adventure based tourism is lauded worldwide and our geological landscapes display some of the most ancient formations seen anywhere on earth. In the 60s and 70s, Port Lincoln was marketed as South Australia's resort destination. It is the embodiment of that premise. The mild climate, food bounty and landscape offerings all within a 30 minute drive of the City of Port Lincoln makes the City and surrounds a highly competitive destination.

The City of Port Lincoln is arguably the strongest regional centre on Eyre Peninsula for liveability and investment attraction. To unlock this strength there are critical investment decisions to be made.

I and my fellow elected members encourage our community, and especially the business community, to engage fully with all aspects of the Master Plan, and look forward to being proactive in planning for the dynamic future of Port Lincoln.

-Brad Flaherty, Mayor



CEO Stephen Rufus

The City of Port Lincoln is striving to be a more connected regional city that helps people trade, meet, participate and move about safely and easily.

We support industry, trade and sustainable growth and as local government we are working towards developing issues and opportunities out of our challenges.

As a community, the requirements of our built environment are different now, and so are the methods available to us for creating them. But as humans, our needs haven't changed so much; we still need space to share, to meet and talk, to play and to enjoy each other's company. And we want to be able to play a role ourselves in bringing that public realm into being, so that instead of demonstrating the intention of a third party design professional, it reflects and supports the culture of our own community.

Our collaboration with the community and Jensen PLUS through this Master Planning work has solidified and highlighted the need for some critical infrastructure investments. Our public realm and the connection between our three critical city hearts, the Foreshore, Central Business District and Marina are dated in their serviceability, functionality and aesthetics.

We believe the City of Port Lincoln needs to take a place within the network of thriving Australian regional centres and this is why we are seeking collaboration with all tiers of government and the private sector to develop the most effective investment plan that will ensure the City of Port Lincoln supports its local population, the greater Eyre Peninsula, South Australia and beyond.

-Stephen Rufus, CEO



The flagship project of this Master Plan is a major upgrade to Port Lincoln's foreshore open space, focussed on increasing use and visitation by Port Lincoln locals, and tourists. The Parnkalla Trail is proposed to be widened and upgraded throughout the foreshore. West of the Town Jetty the path drops below Tasman Terrace and above the beach. New walls and steps will strengthen the sea wall and provide better beach access.



2. Master Plan at a glance

A summary of the aim, Master Plan theme, and Master Plan strategies outlined in this document

A team led by Jensen PLUS was appointed by the City of Port Lincoln to undertake the Port Lincoln Precincts Master Plan, to ‘deliver an overarching Master Plan’ for the CBD, Foreshore and Marina, all prominent and very different places around the city.

The challenges and opportunities of each location vary, but the directions in this Master Plan all align with Port Lincoln’s established vision for “A progressive, vibrant and safe coastal city that is an attractive place in which to live, work and grow”.

About Port Lincoln

Port Lincoln is located at the south of South Australia’s Eyre Peninsula. Well-known for its large and important fishing industry and deep-sea port, Port Lincoln is also an attractive tourism destination with numerous coastal and marine experiences within easy reach of the city.

Port Lincoln is the largest urban centre on the Eyre Peninsula, with a population of 14,000 recorded at the 2016 census. Accordingly it is host to a diverse range of business, government and community services.

Theme

The Master Plan theme – **Urban Acupuncture** – infers a collection of small and larger projects, all of which are designed to feed into the greater city-wide vision and provide city-wide benefits.

An Urban Acupuncture approach is focussed on practical, achievable projects at flagship locations to provide meaningful community and economic benefits

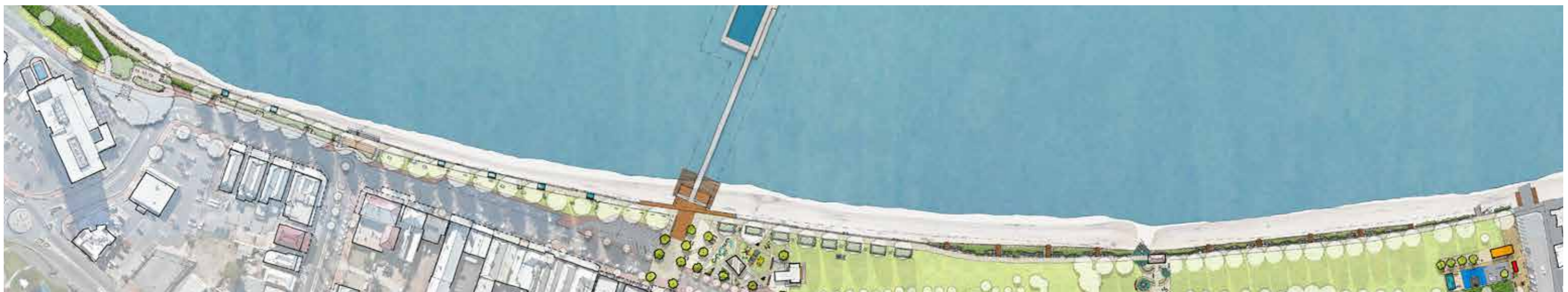
Strategies

Eight Master Plan strategies have been developed around:

1. Port Lincoln Foreshore – the premier destination for locals and visitors

The flagship project of this Master Plan is a major upgrade to Port Lincoln’s foreshore. Improvements are focussed on increasing use and visitation by Port Lincoln locals and tourists. A concept design for the foreshore upgrade is included in this Master Plan.

A major upgrade to Port Lincoln’s foreshore is the flagship project of this Master Plan.



2. Marina refresh

A precinct plan and improvement strategies have been developed to refresh the central marina area. Short term opportunities include better wayfinding, greening and Parnkalla Trail upgrades.

3. Wayfinding including CBD-marina link

Improvements to wayfinding infrastructure around the city is a priority for many stakeholders. The 4km route from the CBD to Lincoln Cove Marina is the most obvious area for improvement, with other city gateway wayfinding also lacking, as is pedestrian-scale signage and markers in the CBD and marina.



4. Streets for people

This Master Plan suggests a number of principles and project actions to rebalance the streets from car-dominated to a more human-scale.

5. Targeted public realm improvements

Integrated closely with the foreshore concept design and the streets for people strategy, public realm improvements have been developed for the most important streets in the CBD and Marina. Concepts are included for Liverpool Street and Porter Street, but the design typologies and elements proposed are applicable to other streets as well.



6. Art + cultural framework

The rationale of applying Urban Acupuncture to the art and cultural framework is to use small-scale but culturally catalytic interventions into the city's fabric to stimulate community engagement with cultural / art activities in the built environment that lead to the development of diverse and culturally rich urban places.

7. CBD urban renewal

The use of publicly owned land and facilities as a catalyst for urban renewal is explored.



8. Implementable projects that will make the difference city-wide

Supporting the targeted investment approach which focuses on practical, achievable projects at flagship locations is an implementation, staging and investment attraction plan. Design guidelines are also included for key urban elements to allow continuous and incremental implementation of Master Plan ideas over time.





The Town Jetty will become a major destination with upgrades to the jetty, beach access and the Parnkalla Trail



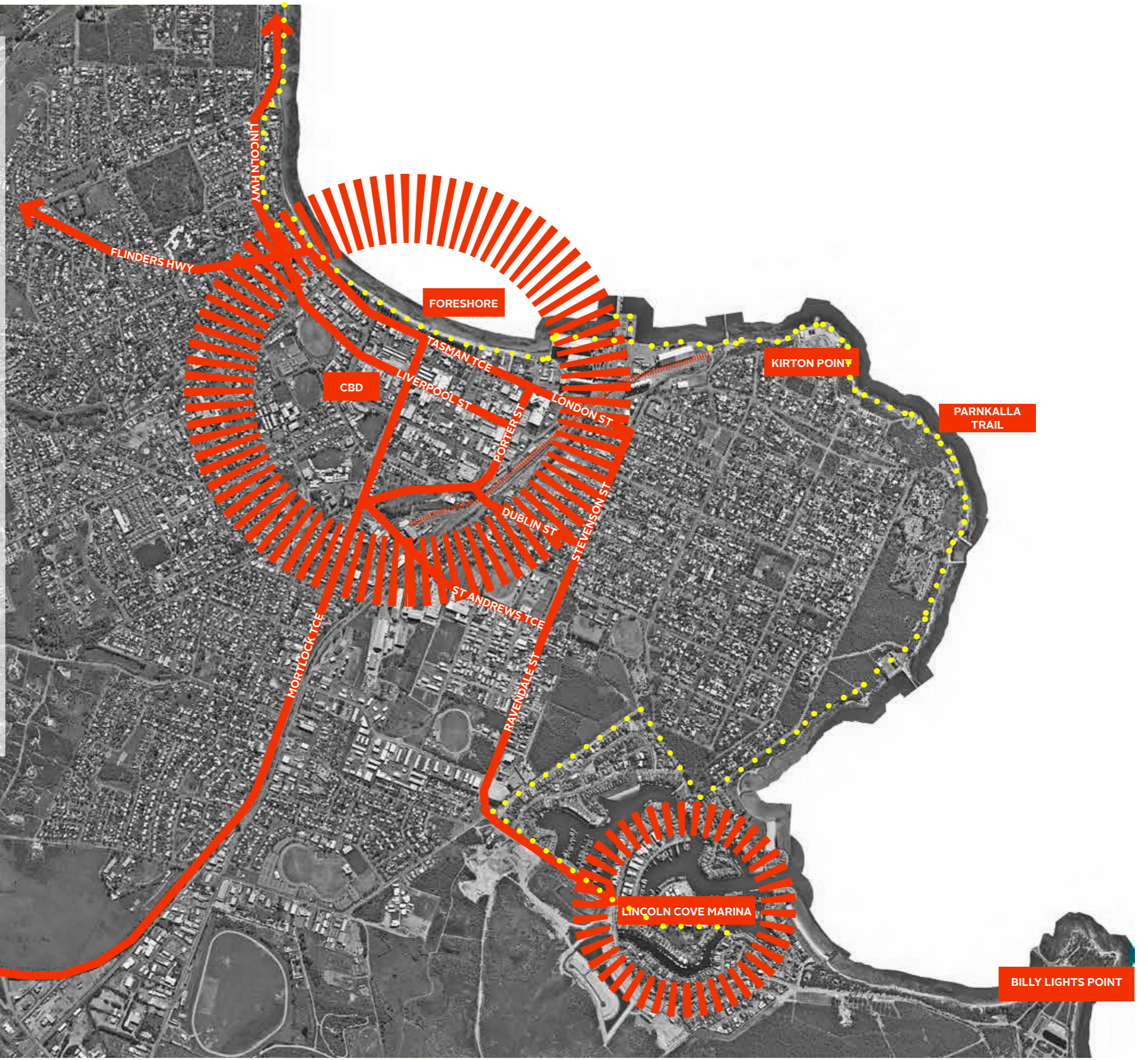
Port Lincoln Precincts Master Plan:

3 locations:

- _ CBD
- _ Foreshore
- _ Marina

3 scales:

- _ Masterplan each area's potential, role and linkages
- _ Precinct Plans with development options and design guidelines
- _ Concept design the Foreshore



3. Introduction

An introduction to the Master Plan and to Port Lincoln



Port Lincoln's attractive foreshore viewed from the Town Jetty.



Some CBD streets and public spaces have ageing infrastructure.



Lincoln Cove Marina, 4km from the centre of town by road.

Aim + objectives

In October 2018 a team led by Jensen PLUS was appointed by the City of Port Lincoln to undertake the Port Lincoln Precincts Master, to 'deliver an overarching Master Plan' for the CBD, Foreshore and Marina involving Master Planning, precinct planning and concept designs.

Objectives of the project include a focus on:

- _ community pride
- _ experience of visitors
- _ better wayfinding
- _ framework for planning and public realm decisions
- _ maintenance
- _ design guidelines for signage, public art, streetscape elements
- _ maximising enjoyment for varied user groups
- _ supporting Tasman Terrace retail
- _ improving interpretation Parnkalla Walking Trail.

Drivers, opportunities + challenges

Like all Master Plan projects, challenges and drivers have been emerging for some time, and helped set the scene for the Master Plan team. Important contexts included:

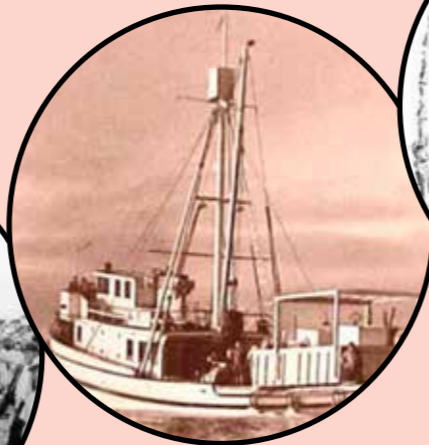
- _ City of Port Lincoln is seeking to stimulate economic development through diverse industries including tourism, agriculture, mining, manufacturing and fishing.
- _ Ageing assets including transport and public realm infrastructure.
- _ Specific issues around the maintenance and use of marina infrastructure including the common user wharf .
- _ Desire to improve liveability for residents including through public realm improvements.
- _ Opportunity to upgrade foreshore to a high standard and function, to benefit locals and attract tourists.
- _ Streets for people – build on successes of previous years improving public realm quality in the CBD and marina precincts.
- _ Story telling - unlock the rich history of the place and the communities of Port Lincoln.
- _ Attract investment in business and public realm.
- _ Impact of freight traffic on the CBD after the transfer of all remaining grain transport from rail to road.
- _ Catalyse business development and highlight CBD property development opportunities with greatest potential benefit to the city.
- _ New city leadership at political and executive levels.

About Port Lincoln

Port Lincoln is located at the south of South Australia's Eyre Peninsula. Well-known for its large and important fishing industry and deep-sea port, Port Lincoln is also an attractive tourism destination with numerous coastal and marine experiences within easy reach of the city.

Port Lincoln is the largest urban centre on the Eyre Peninsula, with a population of 14,000 recorded at the 2016 census. Accordingly it is host to a diverse range of business, government and community services. Port Lincoln is 250km west of Adelaide (by air or sea) but well over twice this distance by road via Port Augusta.

About Port Lincoln _ snapshots through time



Traditional Owners

40,000 Years Ago - Present

Kallinyalla, meaning a place of sweet water, is the traditional name for Port Lincoln.

Port Lincoln and the Eyre Peninsula is the traditional home of the Barngarla (Parnkalla) people who have lived in this region for more than 40,000 years.

- *Aboriginal Tribes of Australia, Norman Trindale, 1974*

Early European Exploration

Early 1800s

Matthew Flinders sailed the HMS Investigator into the harbour in 1802 and proclaimed the place Port Lincoln, after his native county of Lincolnshire in England.

A few months later Frenchman Nicolas Baudin arrived at the same spot and named it Port Champagny.

- *State Library of South Australia*

European Settlement

1830 - 1840

Port Lincoln was later surveyed by Colonel William Light as one of the potential site's for South Australia's capital, but was rejected in favour of Adelaide.

The site still proved popular with early settlers and from 1839 the first settlers began arriving and Port Lincoln grew rapidly.

- *City of Port Lincoln*
- *Port Lincoln Times*

The Fishing Industry

1820 - Present

Even before its settlement, the region was popular with fishing whaling, and sealer ships.

In the 1950s commercial fishing in the area took off with the arrival of Australia's first purpose built tuna fishing vessel, the MFV Tacoma.

Today, Port Lincoln is home to the largest commercial fishing fleet in the Southern Hemisphere.

- *MFV Tacoma and the Haldane Family, John Plevin, 2000*
- *Visit Port Lincoln*

Innovation in Tuna fishing

1950s - Present

The tuna fishing industry has played a pivotal role in Port Lincoln's development since the 1950s.

Early commercial tuna fisherman employed the manual Tuna Poler fishing technique.

Today, modern techniques such as tuna farming, pioneered by local fisherman, are utilised in the highly lucrative industry.

- *Aussie Towns, Port Lincoln*

The Lincoln Cove Marina

1986 - Present

The Marina began construction in 1982. It was designed to accommodate a fleet of half the size of today.

At that time of the original delivery, tuna, kingfish and mussels farming were not occurring, nor was there the same demand for tourism vessels.

Since its initial stages it has been continually expanded as demand has increased.

- *Andre, Roger, 1992, Photograph, B, State Library of South Australia*

Festivals + Tourism

1962 - Present

Traditionally, locals would gather on the Port Lincoln foreshore to help send off loved ones in fishing vessels that would head out to sea for months at a time. A local priest would 'bless' the ships and everyone would hope for their safe return.

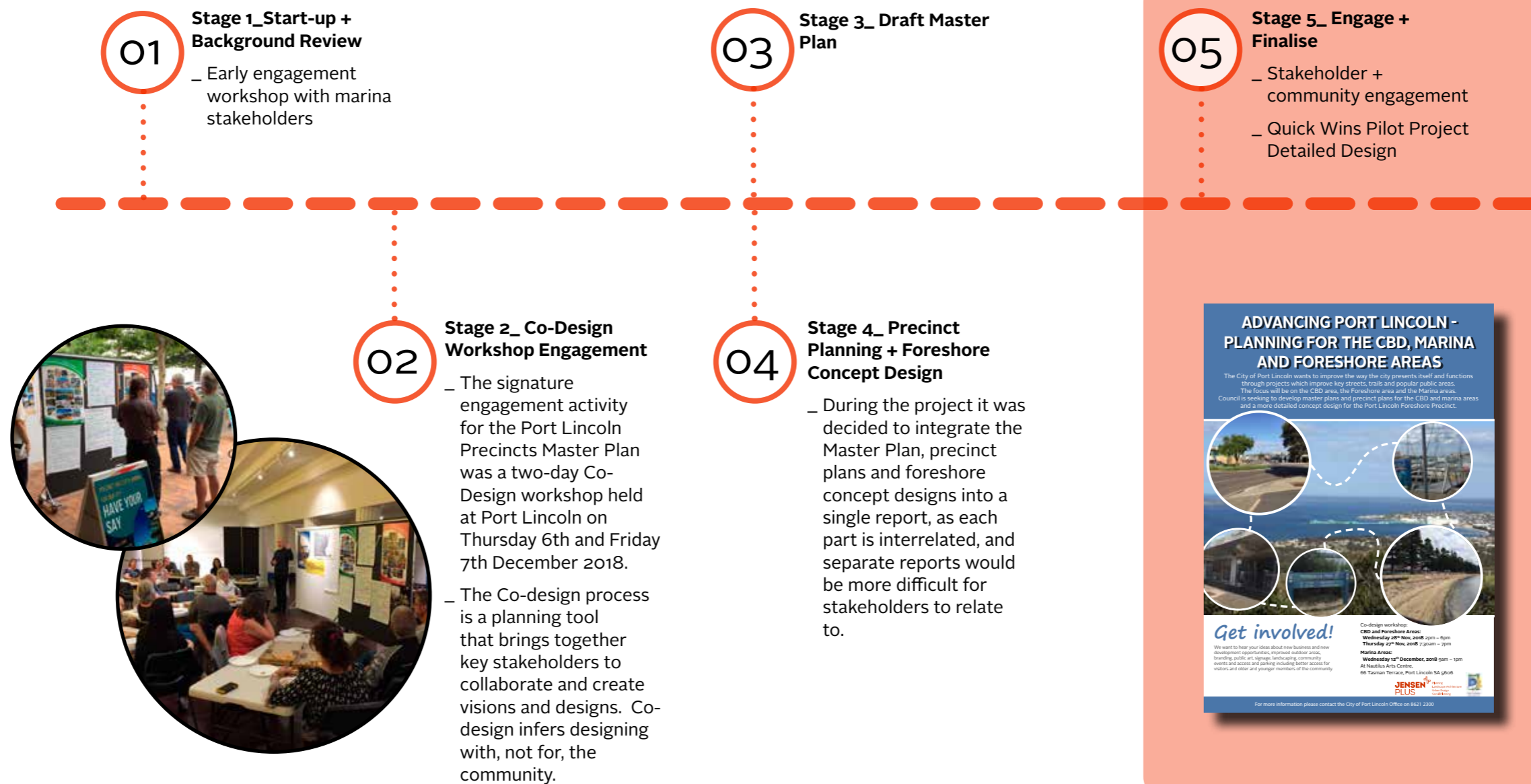
In 1962, this annual gathering turned into a seaside celebration to attract tourists.

Now in its 58th year, the Tunarama Festival is Port Lincoln's largest event, bringing together people of all ages to celebrate the fishing industry that forms the backbone of this small town. Held over the Australia Day long weekend, the festival showcases the best of the local produce, crafts, and talent and the iconic World Championship Tuna Toss.

Recent years have seen an increase in visits by cruise ships, bringing new opportunities to the local economy.

Photographs, City of Port Lincoln

Project methodology



Note: Summaries of the CoDesign workshop and Early Engagement is included at the end of this Master Plan.

Existing Conditions

Like all towns and cities, the quality of Port Lincoln's public realm and building stock varies. There are many attractive places and features across the Foreshore, CBD and Marina precincts, but others show wear and tear, and provide much opportunity for improvements.

The Foreshore



The Parnkalla Trail runs the length of the foreshore with retaining walls varying in size + materiality providing informal seating opportunities.



An uncommon method for management of street trees on Tasman Terrace.



Significant Morton Bay Fig trees provide character and large amounts of shade to the Parnkalla Trail.

The CBD



Street art activates small laneways within the CBD while advertising secreted businesses.



Centrally located within the foreshore the raised platform facilitates public events and functions.



The existing sea wall shows signs of deterioration and allows sand movement + storm surge waves up onto the foreshore.



Large expanses of turf areas along the length of the foreshore provide public utilisation.



Bespoke seating within the CBD reflects Port Lincoln's strong fishing industry heritage and coastal identity.



The Marina



Intersection of Liverpool St, Blight St and Mortlock Tce looking West along Liverpool St.



Existing wharf infrastructure is showing signs of deterioration and an upgrade is required



Fishermen's Memorial by Marjian Bekic.



Tourism businesses injecting life into the Marina through built form.



Intersection of Washington St and Blight St looking West along Washington St.



Businesses utilising both edges of roadway for car parking creating a vehicle orientated space with no consideration for pedestrian movement.



Refuelling station causes obstruction within loading zone.

Benchmarking _ many Australian towns and cities are transforming their streets and foreshores into vibrant, well designed public spaces into thriving local and tourist destinations, which transform their identity and brand.

Port Noarlunga Foreshore



Henley Square



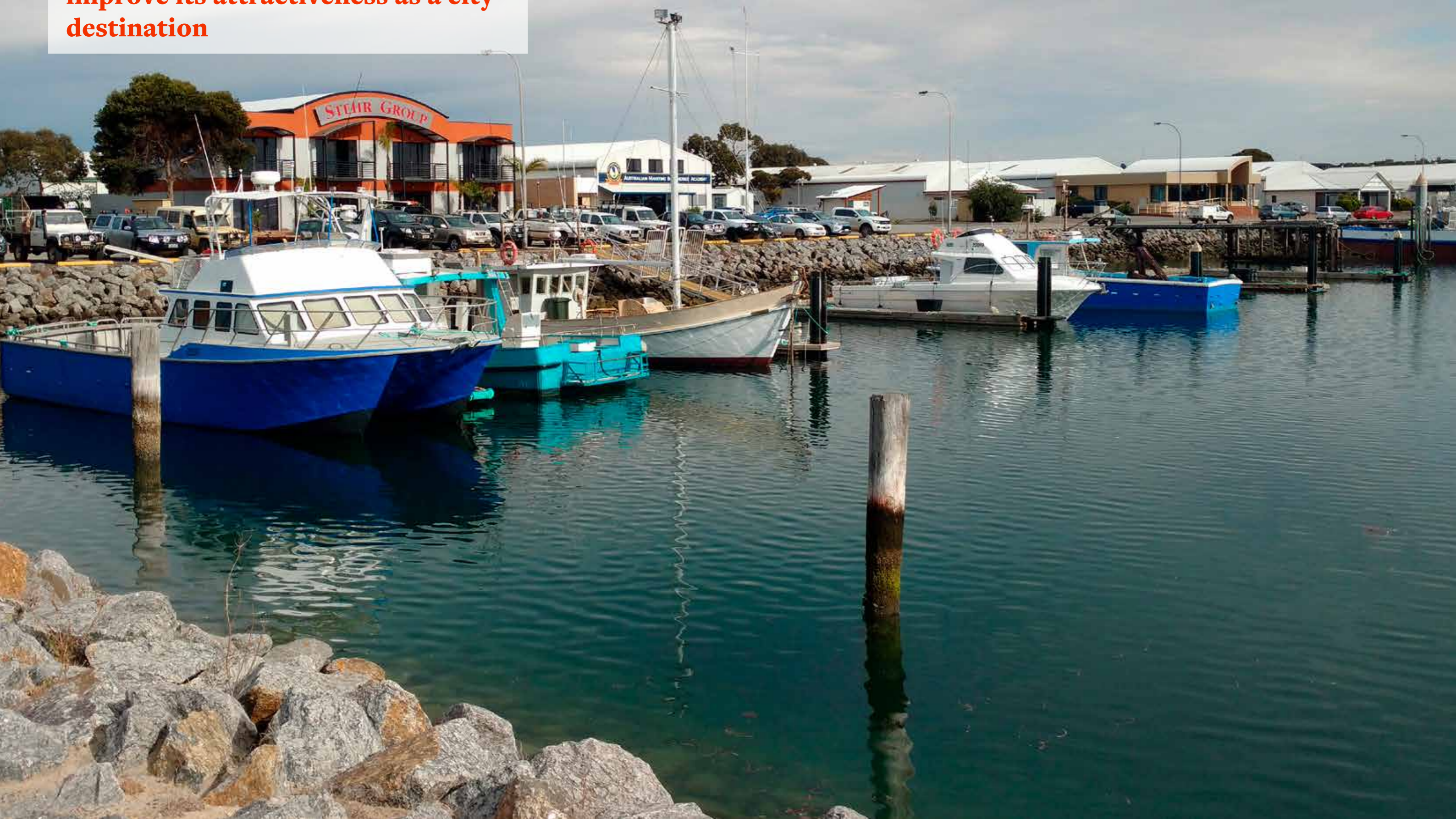
Scarborough Foreshore

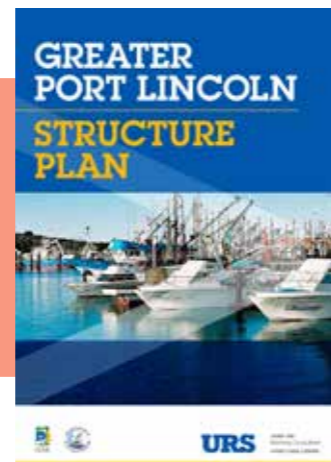


Port Pirie CBD



Lincoln Cove Marina is an important base for the fishing industry and a launch point for tourist charters, with potential to improve its attractiveness as a city destination





City Image (Urban Design) Action Plan, 2017

- _ Urban Design Framework...based on a structured approach to the urban design attributes and priorities of the City, directing effort at three geographic levels:
 - _ The wider City area, including major corridors and avenues based on arterial and collector roads,
 - _ The CBD area as the pre-eminent activity centre and destination precinct, and
 - _ The Boston Bay Foreshore as a sub-set and extension of the CBD with unique urban design and activity features and opportunities.
- _ Actions will focus on the following urban image elements:
 - _ Infrastructure and assets
 - _ Landscape, fixtures and enhancements, and
 - _ Precinct-based improvements.

Greater Port Lincoln Structure Plan, 2012

- _ Continue to work with DPTI to minimise the impact of heavy vehicle traffic through the Town Centre
- _ Prepare a Regional Town Centre Streetscape Plan that encourages pedestrian and cycle movement within the area bordered by or fronting onto Tasman Terrace, Bligh Street, Liverpool Street and Mortlock Terrace
- _ Facilitate the further establishment of landscaping along Tasman Terrace and Liverpool Street frontages, retaining existing trees and landscaping where appropriate
- _ Marina: Allow for the retention of the Port Lincoln fishing fleet (noting potential for future full or partial relocation to Proper Bay)
- _ Retention of the support infrastructure for the fishing fleet, including site offices and store.
- _ Expand the tourist retail, food, drink and entertainment offer at the marina, including potential redevelopment of public house and the addition of cafes, restaurants and other users to attract patrons.
- _ Further connect and integrate the Parnkalla Walking Trail and encourage walking and cycling along the coastal path.

Other studies reviewed

Port Lincoln Parnkalla Trail Wharf Precinct, 2017

- _ Appearance and interpretation measures to identify trail, including boardwalks, balustrades, signage furniture, lighting and material palette

Mortlock Terrace Catchment Study Flood Mitigation Options Report, 2017

Port Lincoln Flood Mapping Study, 2017

Lincoln Cove Marina Upgrade (Tacoma Preservation Society), 2017

- _ Wharf improvements, safety, refuelling, Fisherman's Memorial and flexibility

Proposal for Nautical Tourism in South Australia, 2017

- _ Port Lincoln is the logical place from which to base nautical tourism in South Australia. The city is located in close proximity to some of South Australia's best cruising grounds and already possesses most of the necessary infrastructure (an airport and a marina, albeit lacking in some services). Further the mild, dry climate makes it a suitable 8 destination for at least 60% of the year.

Port Lincoln Public Boating Pontoon Feasibility and Options Study, 2015

- _ The Study is an assessment of a suitable location for a public mooring pontoon facility in Port Lincoln. The study considered 4 possible sites being: Axel Stenross Maritime Museum, Town Jetty, Brennans Wharf Spur Jetty, Lincoln Cove Marina

Public Art Strategy, 2013

CBD Parking Plan Strategy, 2013

Eyre and Western Region Plan, 2012

Retail Analysis: Bulky Goods Retailing, 2010

Parnkalla Trail 10 Year Strategy 2008-2018

Eyre Peninsula Ports Master Plan, 2008

- _ Relocation of the fishing fleet to the disused BHP site at Proper Bay. This will provide greater long-term security to the fishing fleet
- _ Upgrade the road network to cater for heavy vehicle activity. This will require upgrades to the Liverpool Street roundabouts to cater for A-double vehicles, as well as other geometry and load improvements to the road network more broadly.

Building Height and Design Study, 2007

- _ Use of properties fronting Tasman Terrace as government offices and banks considered to be a waste
- _ Heavy vehicle movements along Liverpool Street considered a major negative
- _ Lack of parking an issue
- _ Desire for Tasman Terrace frontage to 'come alive'
- _ Car parking fund could be considered with the objective of consolidating parking areas
- _ Mixed use development considered reasonable

Strategic Bicycle Plan Review, 2007

Port Lincoln Freight Access Study, 2002

Port Lincoln Centre Action Plan, 2000

5. Master Plan Theme + Strategies_d

One Master Plan theme + eight Master Plan strategies

“Urban Acupuncture. A socio-environmental theory that combines contemporary urban design with traditional Chinese acupuncture, using small-scale interventions to transform the larger urban context. Sites are selected through analysis of aggregate social, economic and ecological factors, and are developed through a dialogue between designers and the community. Just as the practice of acupuncture is aimed at relieving stress in the human body, the goal of urban acupuncture is to relieve stress in the built environment.” Wikipedia

This Master Plan has been commissioned to develop public realm, movement and infrastructure concepts for several prominent and very different places around the city. The challenges and opportunities of each location vary, but the directions in this Master Plan all align with Port Lincoln’s established vision for “A progressive, vibrant and safe coastal city that is an attractive place in which to live, work and grow”.

Given the diversity of locations, contexts and the overarching city vision, we do not believe it is appropriate (or easy) to develop a ‘separate’ vision for this Master Plan. Instead we have used a theme – Urban Acupuncture – which helps explain the collection of different small and larger projects recommended in this plan, all of which are designed to feed into the greater city-wide vision and provide city-wide benefits.

Urban acupuncture also reflects our observations through many similar projects that Master Plans and their projects have a shelf life. Master Planning and project delivery must stay flexible to changes in business and investment trends, technology, transport and movement patterns (the end of grain rail transport to Port Lincoln is a good example), community preferences, and (importantly) grant funding sources.

This Master Plan then has been tailored to address an important question – what can be implemented in the next five years?

An Urban Acupuncture approach focussed on practical, achievable projects at flagship locations is arguably more likely to provide meaningful community and economic benefits when compared to a comprehensive redevelopment vision which the current economic and social drivers suggest would be unlikely to be fully realised.



Port Lincoln Foreshore – the premier destination for locals and visitors

The flagship project of this Master Plan is a major upgrade to Port Lincoln’s foreshore. Already iconic as the setting for Tunarama and other large events, the foreshore enjoys a spectacular location overlooking Boston Bay and the main wharf.

Improvements are focussed on increasing use and visitation by Port Lincoln local and tourists.

A series of foreshore nodes provide different experiences, while also allowing for staged implementation. Features include new regional play spaces including water play and a youth activity area.

New events infrastructure, seating, shelters, public art and cultural interpretation including a reconciliation node and water feature, are joined together by an upgraded Parnkalla Trail through the foreshore area.

A concept design for the foreshore upgrade is included in this Master Plan.



Marina refresh

Lincoln Cove Marina is a busy hub for the city’s fishing fleet and tourist charters, but its heavily used public areas are showing signs of wear and tear, detracting from the area’s amenity and holding back economic potential.

With input from local stakeholders, a precinct plan and improvement strategies have been developed to refresh the central marina area including:

- _ Wayfinding + information
- _ Greening + public realm
- _ Parnkalla trail upgrade
- _ Development of vacant land
- _ Activity nodes
- _ Multi-user pontoon to increase access for recreational and tourist craft
- _ Car parking + traffic management opportunities
- _ Governance + management changes



Wayfinding including CBD-marina link

Improvements to wayfinding infrastructure around the city is a priority for many stakeholders. The 4km route from the CBD to Lincoln Cove Marina is the most obvious area for improvement, with other city gateway wayfinding also lacking, as is pedestrian-scale signage and markers in the CBD and marina.

Aligning with the broader Master Plan theme of Urban Acupuncture, targeted improvements are proposed to create a legible link between the CBD and Marina based on the upgrade of key nodes and waypoints along the main route, with large wayfinding markers, landscape upgrades and signage.

Local wayfinding and signage at key locations is also a priority and is guided by wayfinding design guidelines included in this Master Plan.

Streets for people

In common with many regional cities, a big challenge for Port Lincoln is to balance the necessary movement of vehicles into and out of the centre (including freight) with the creation of walkable and attractive 'streets for people'.

This Master Plan suggests a number of principles and project actions designed to:

- Rebalance the streets from car-dominated to a more human-scale
- Improve safety for vulnerable road users (pedestrians and cyclists)

- Improve accessibility for people of all ages and abilities
- Improve the walking experience with visual interest, landscaping, shade, shelter and seating to encourage motorists to park and walk rather than drive, and;
- Provide wayfinding (intuitive design and signage) to key destinations and points of interest.

Many projects are small and designed to be achievable soon, aligning with the Urban Acupuncture theme of this Master Plan. Longer term goals around alternative freight transport methods, cycling and major upgrades are also flagged.



Targeted public realm improvements

Integrated closely with the foreshore concept design and the streets for people strategy, public realm improvements have been developed for the most important streets in the CBD and Marina.

Concepts are included for Liverpool Street and Porter Street, but the design typologies and elements proposed are applicable to other streets as well.

Design strategies addressing selections of street furniture, landscaping, materials and other elements are also included, allowing the City of Port Lincoln and the community to continue to implement the ideas of the Master Plan in other projects not yet identified.

Art + cultural framework

Many stories from Port Lincoln's history and community remain largely untold, offering great potential for art to help Reveal, Enhance and Activate the city's public spaces and add a new dimension to the quality of the places and to the user experience.

The rationale of applying Urban Acupuncture to the art and cultural framework is to use small-scale but culturally catalytic interventions into the city's fabric to stimulate community engagement with cultural / art activities in the built environment that lead to the development of diverse and culturally rich urban places.

Locations and methods for public art integration are outlined in the Master Plan.



CBD urban renewal

This Master Plan is not a land use plan, and we note that relatively recent rezoning offers good potential for mixed use development in the CBD and other precincts.

Underlying demand remains a constraint on CBD property development. One opportunity in such circumstances however is the use of publicly owned land and facilities as a catalyst for urban renewal.

Key CBD sites for public catalyst urban renewal include state government owned land on the corner of Tasman Terrace and Adelaide Place, which has been mooted as a suitable location for a mixed civic and tourist development. Other Council owned land and assets could also form part of a public property renewal strategy.

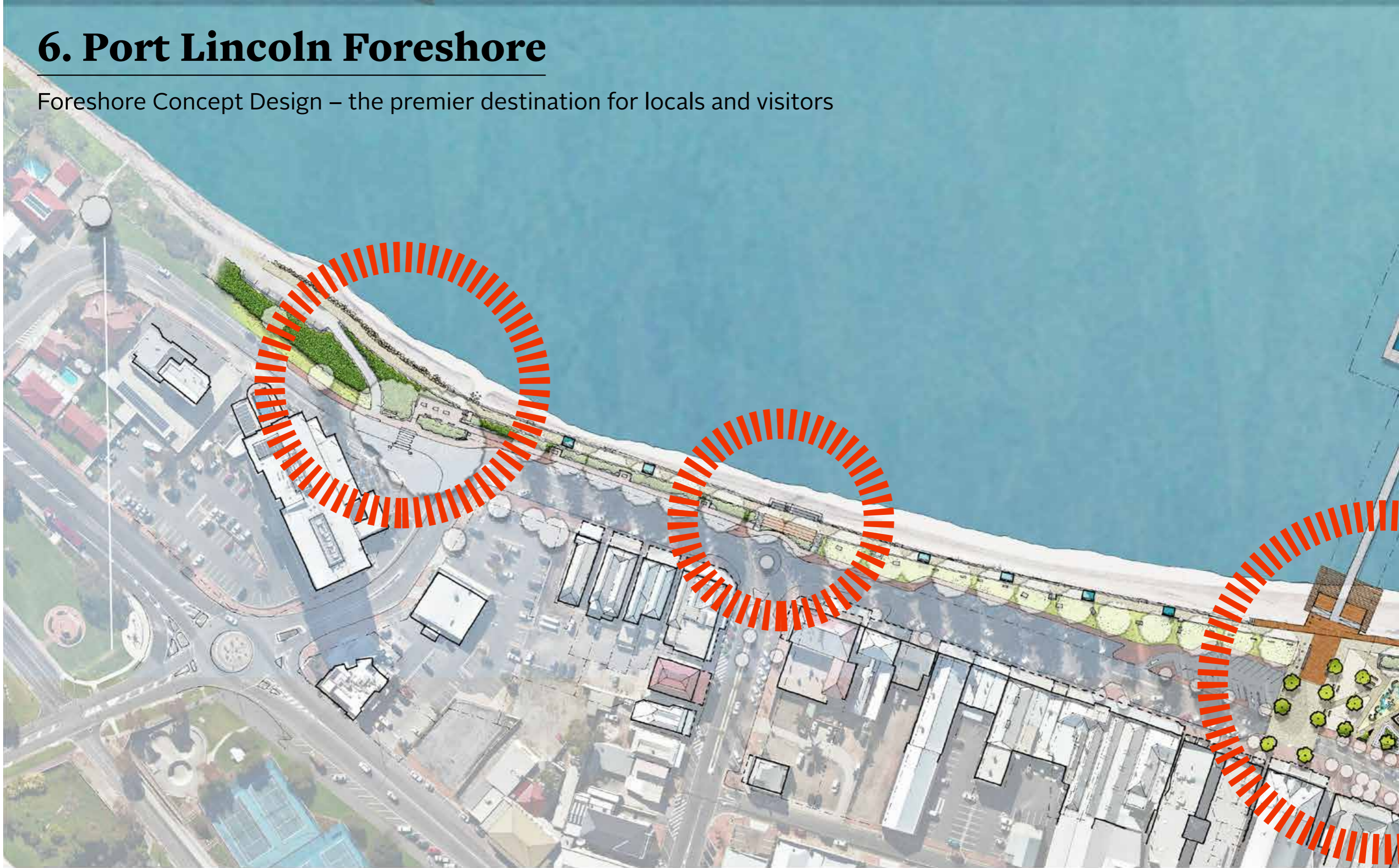
Implementable projects that will make the difference city-wide

Supporting the targeted investment approach which focuses on practical, achievable projects at flagship locations is a implementation, staging and investment attraction plan.

Design guidelines are also included for key urban elements to allow continuous and incremental implementation of Master Plan ideas over time.

6. Port Lincoln Foreshore

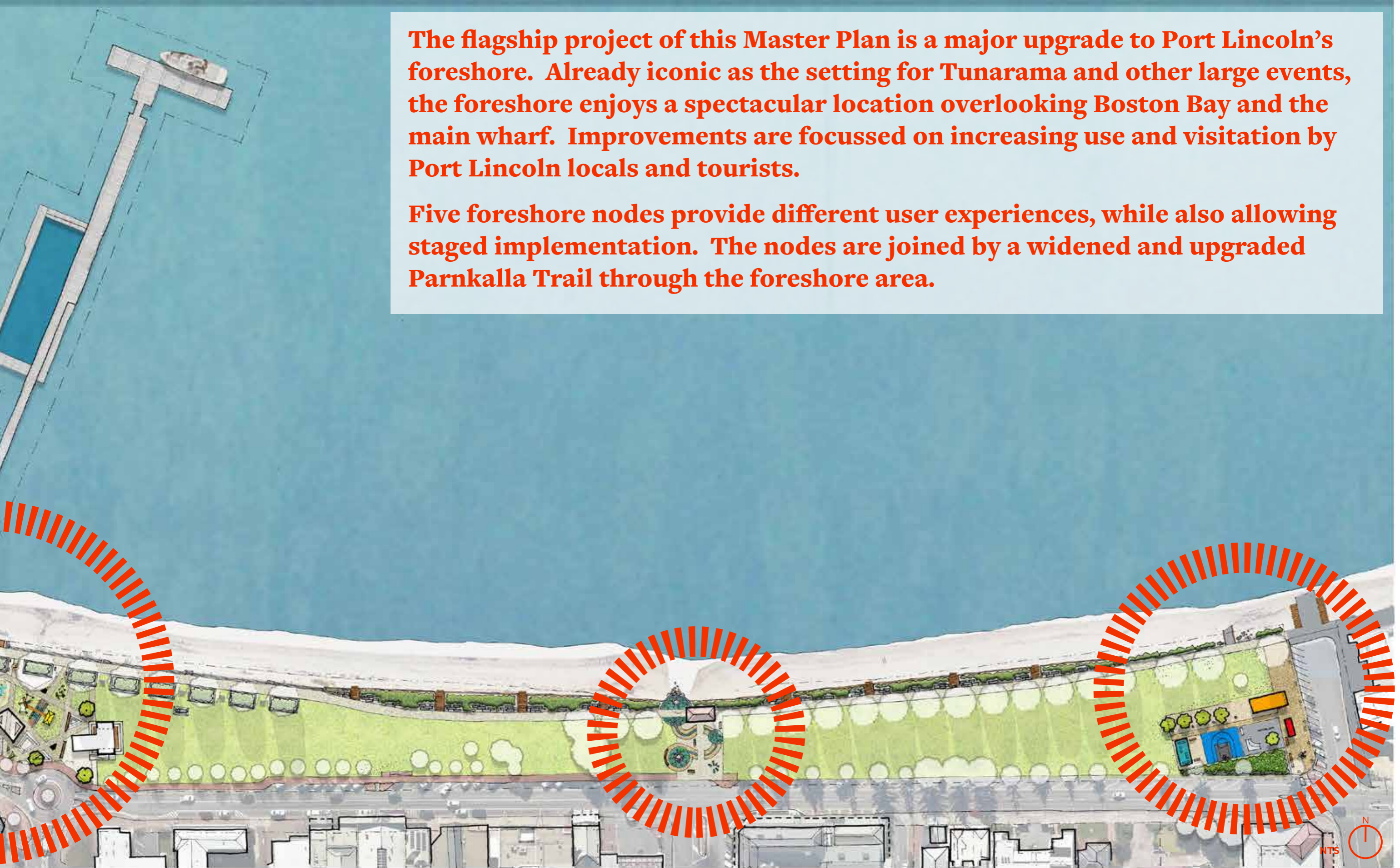
Foreshore Concept Design – the premier destination for locals and visitors





The flagship project of this Master Plan is a major upgrade to Port Lincoln's foreshore. Already iconic as the setting for Tunarama and other large events, the foreshore enjoys a spectacular location overlooking Boston Bay and the main wharf. Improvements are focussed on increasing use and visitation by Port Lincoln locals and tourists.

Five foreshore nodes provide different user experiences, while also allowing staged implementation. The nodes are joined by a widened and upgraded Parnkalla Trail through the foreshore area.



Yacht Club Activity Node

The eastern lawns of the foreshore are regularly used for yacht club activities, common events like Parkrun, and larger occasions including Tunarama and Teakle Auto Sprint. The future vision for this area is for it to further develop as activity sports and youth hub, boasting basketball and skating spaces, new toilets and facilities, while retaining sufficient open lawn and plaza space for events and passive recreation.



Possible pop-up activation to Youth Activity node.



The world's most popular game - 3x3 Basketball.



Timber slat surfacing of sand for access through revegetation and for DDA compliance.





PRECAST CONCRETE PLINTH SEATING
INCORPORATED INTO DUNES

COASTAL REVEGETATION

SIMPLE POST + WIRE 'CONSERVATION-STYLE'
FENCING TO PROTECT REVEGETATION

UPGRADED EXPOSED AGGREGATE PARNKALLA
TRAIL. POSSIBLE CHANGE IN LEVELS SUBJECT
TO FUTURE SEA LEVEL / COASTAL PROTECTION
RISK ANALYSIS

TIMBER SLAT BEACH ACCESS

EXISTING RAMP TO BE ENLARGED
WITH ADJACENT DDA ACCESS TO
WATERS EDGE

EXISTING CONCRETE WALL AND
STORMWATER OUTLET (APPROX
1.5M HIGH) RIP RAP + POLLUTANT
COLLECTION SOCK TO BE INSTALLED

EXISTING RAMP TO BE REMODELLED
TO SIT OUTSIDE OF PARNKALLA TRAIL

NEW TREES + LIGHTING

NEW SHELTER WITH SEATING

3X3 BASKETBALL COURT

NEW AMENITY PLANTING

TASMAN TERRACE

REALIGNMENT TO CAR PARKING

NEW TOILET BLOCK POSITIONED
TO PROVIDE EDGE TO NEW
YOUTH ACTIVITY PLAZA
BUT REMAIN CLOSE TO THE
PARNKALLA TRAIL

POP-UP ACTIVATION

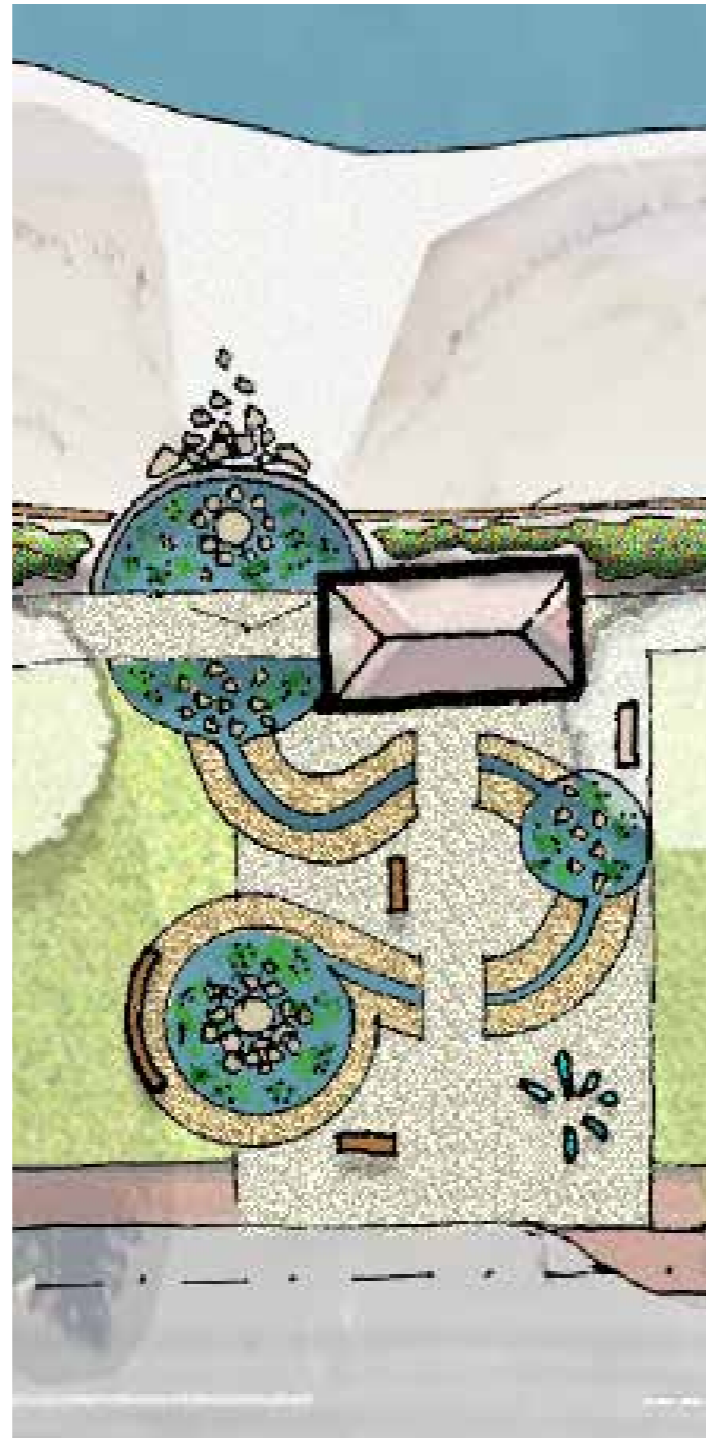
NEW EXPOSED AGGREGATE
PLAZA WITH LIGHTING +
ARTISTIC SCULPTURE

HIGHLY VISIBLE ART/SCULPTURE

URBAN SKATE PLAZA

Reconciliation Plaza

Today this space is used for a children's play area, which is to be relocated to the nearby Town Jetty Activity Node. A new integrated wetland, landscape and public art node is proposed as a 'Reconciliation Plaza'. This will be a space for the sharing of local indigenous history and culture, as well as re-interpretation of the former wetlands site into a modern water sensitive design feature, improving stormwater quality at this outlet into Boston Bay.



Formed rock spillway using locally sourced material.



Endemic coastal wetland species to be planted and allowed to naturalise inside designed end of line stormwater daylighting.



Artist's impression looking towards Reconciliation Plaza, featuring wetland water feature and indigenous sculpture (indicative only).





ROCK SCOUR PROTECTION TO
END OF LINE STORMWATER

CENTRAL OVERFLOW TO BEACH
WITH ROCK SCOUR PROTECTION
ALLOWANCE FOR RUBBISH NET
COLLECTOR

FORMED 'RIVER MEANDER' IN LOCALLY
SOURCED ROCKS LEVEL WITH PLAZA SURFACE
PIPEWORK ENABLES PASSAGE UNDER PLAZA
AND TRAIL

NEW PLAZA IN PARNKALLA TRAIL EXPOSED
AGGREGATE EXTENDING TO TASMAN TCE

HOLDING POND WITH FEATURE
ROCKS + REED PLANTING

BUBBLE UP WITH FEATURE
PAVING SURROUND, SEATING AND
REED PLANTING

NEW INDIGENOUS SCULPTURE

TASMAN TERRACE



Town Jetty Activity Node

The largest and most active node is located close to the Town Jetty. New water play and adventure play areas will help create a major destination for families. A relocated and redesigned stage provides for major events, while upgrades to the jetty, beach access and the Parnkalla Trail will combine to make this node the iconic public space in Port Lincoln.



Recently installed Tuna Poler Statue.



Tuna Poler during fabrication.



Local contractors installing planting to raised planter bed.





NEW T-SECTION TO END OF JETTY TO ALLOW FOR VESSELS TO DOCK INCLUDING TOURIST BOATS

JETTY IMPROVEMENTS TO INCLUDE REPAIR OF LATERAL BRACING IN POOR CONDITION.
JETTY CURRENTLY ONLY ALLOWS PEDESTRIAN LOADS, OCCASIONAL LIGHT VEHICLES FOR MAINTENANCE, STRICT CONDITIONS TO VESSEL MORRING AND LOADING/ UNLOADING

EXTENSION TO DECKING TO BE UTILISED FOR OUTDOOR DINING + EVENTS

DDA ACCESS RAMPS + TIMBER SLAT TO SEA

TIMBER EDGE DECKING EXTENSION + STEPS

TUNA POLER STATUE

NEW WAYFINDING SIGNAGE

NEW NATURE PLAY ELEMENTS WITHIN TURF

NEW PLAY SPACE WITH TALL FEATURE ELEMENTS + CONNECTING ROPE BRIDGE AND TUNNEL WITH HAMMOCK STYLE NET

STAGE WITH INTEGRATED TOILETS + ABILITY TO SUPPORT POP UP CAFES/COFFEE

CONCRETE RETAINING WALL PLANTERS TO EXISTING NORFOLK PINES WITH NEW AMENITY PLANTING

CUT LINE REFER TO TOP OF PLAN TO THE RIGHT

CUT LINE REFER TO BOTTOM OF PLAN TO THE LEFT

NEW MINI SHELTERS WITH BENCH SEATING UNDERNEATH TO ACTIVATE SECTION OF PARNKALLA TRAIL

NEW PICNIC SETTINGS + BENCH SEATING

EXTENSION TO DECKING INCLUDING NEW SHOWERS TO REMOVE DRAINAGE FROM PAVED SURFACES

REDUCED + RECONFIGURED CAR PARK

NEW PLAZA AND PEDESTRIAN RAISED PLATEAU IN PARNKALLA TRAIL EXPOSED AGGREGATE

TASMAN TERRACE

TASMAN TERRACE

Town Jetty Activity Node _ Precedents (indicative only)



Utilise lighting to reinforce pedestrian experience at Central Node.



Deformed timber centre to node allows for informal sitting and adds ground plane interest.



Mixed water / nature play for the relocated and expanded play space.



Adding nature play elements that allow risk and adventure to the playspace in a controlled environment.



Integration of water play and amenities with sculptural showers.



Concrete terracing allowing alternative seating to incorporate feature lighting.



Timber slats to beach around Jetty to allow all abilities access to water.



Parnkalla Trail at end of Lewis Street

The Parnkalla Trail is proposed to be widened and upgraded throughout the foreshore. West of the Town Jetty the path drops below Tasman Terrace and above the beach. New walls and steps will strengthen the sea wall and provide better beach access.



A new timber terrace at the end of Lewis Street can facilitate the removal of old mixed material retaining walls, incorporate the two existing Norfolk Island Pines and provide a shaded seating location.



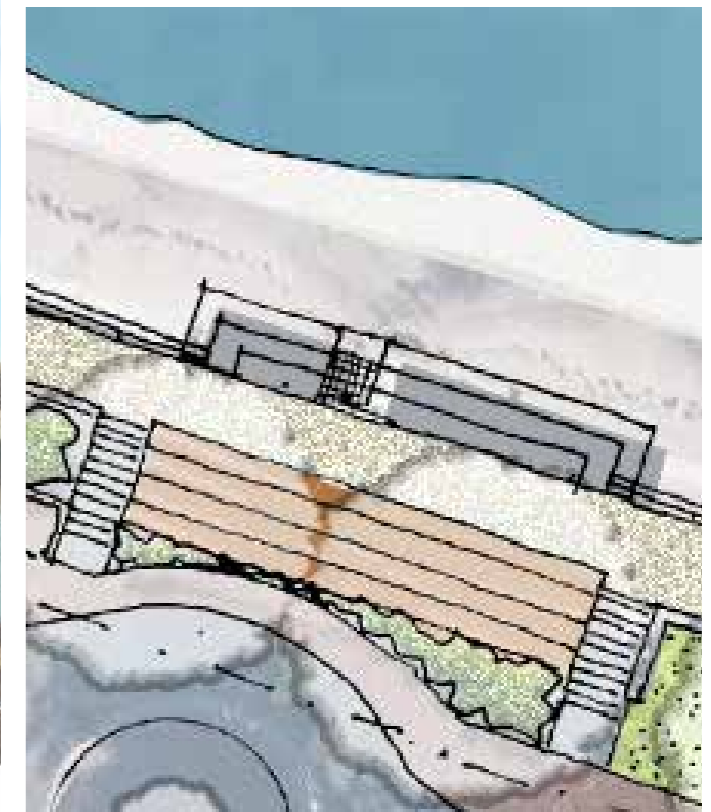
A new sectional, pre-cast sea wall panel is to be designed for the central portion of the foreshore to enable deflection of wave action and provide informal seating.

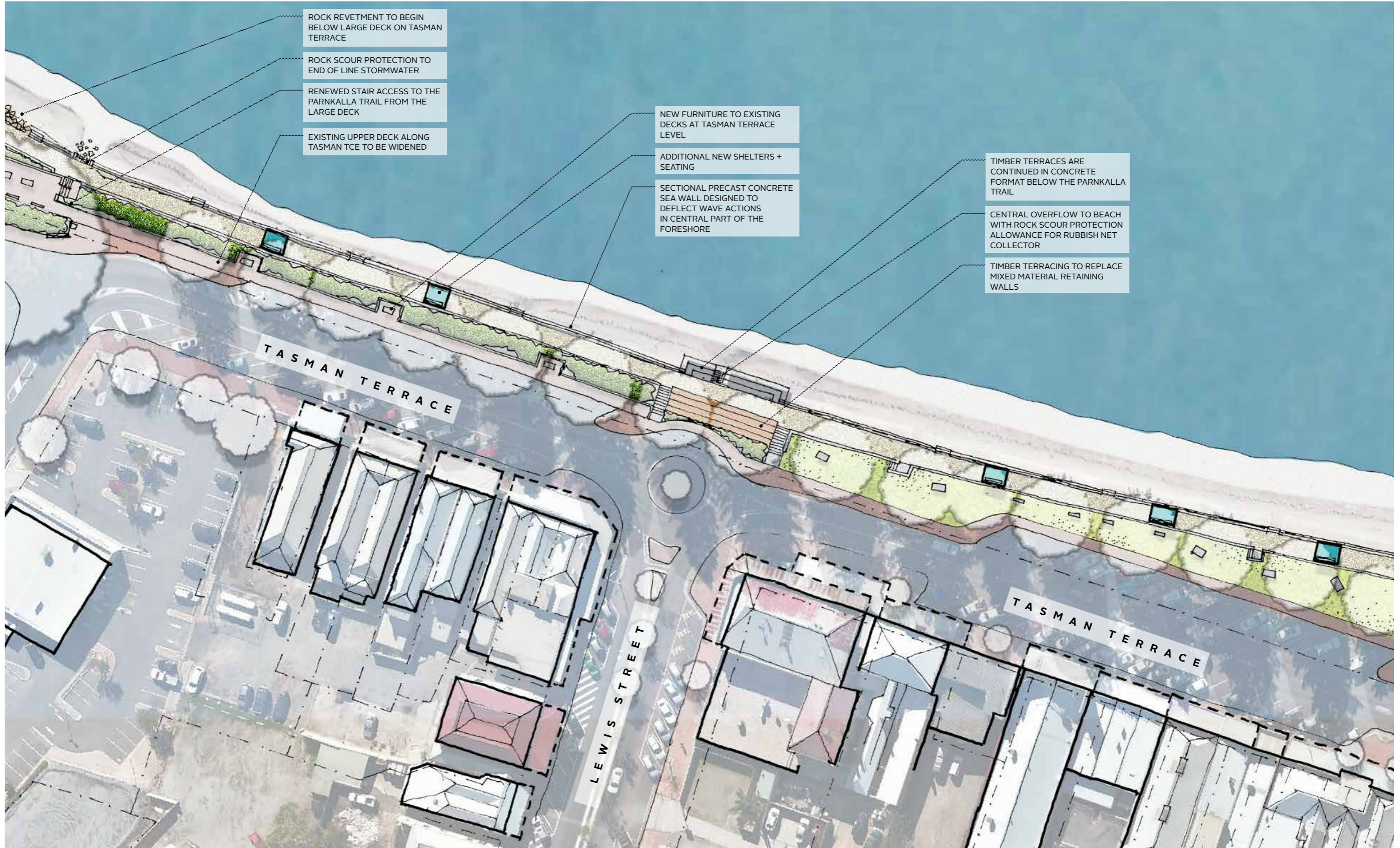


Materials of recently upgraded Parnkalla Trail section to be continued at CBD Foreshore.



Artists impression of Parnkalla Trail to the western side of Central Jetty.





ROCK REVETMENT TO BEGIN BELOW LARGE DECK ON TASMAN TERRACE

ROCK SCOUR PROTECTION TO END OF LINE STORMWATER

RENEWED STAIR ACCESS TO THE PARNKALLA TRAIL FROM THE LARGE DECK

EXISTING UPPER DECK ALONG TASMAN TCE TO BE WIDENED

NEW FURNITURE TO EXISTING DECKS AT TASMAN TERRACE LEVEL

ADDITIONAL NEW SHELTERS + SEATING

SECTIONAL PRECAST CONCRETE SEA WALL DESIGNED TO DEFLECT WAVE ACTIONS IN CENTRAL PART OF THE FORESHORE

TIMBER TERRACES ARE CONTINUED IN CONCRETE FORMAT BELOW THE PARNKALLA TRAIL

CENTRAL OVERFLOW TO BEACH WITH ROCK SCOUR PROTECTION ALLOWANCE FOR RUBBISH NET COLLECTOR

TIMBER TERRACING TO REPLACE MIXED MATERIAL RETAINING WALLS

TASMAN TERRACE

LEWIS STREET

TASMAN TERRACE

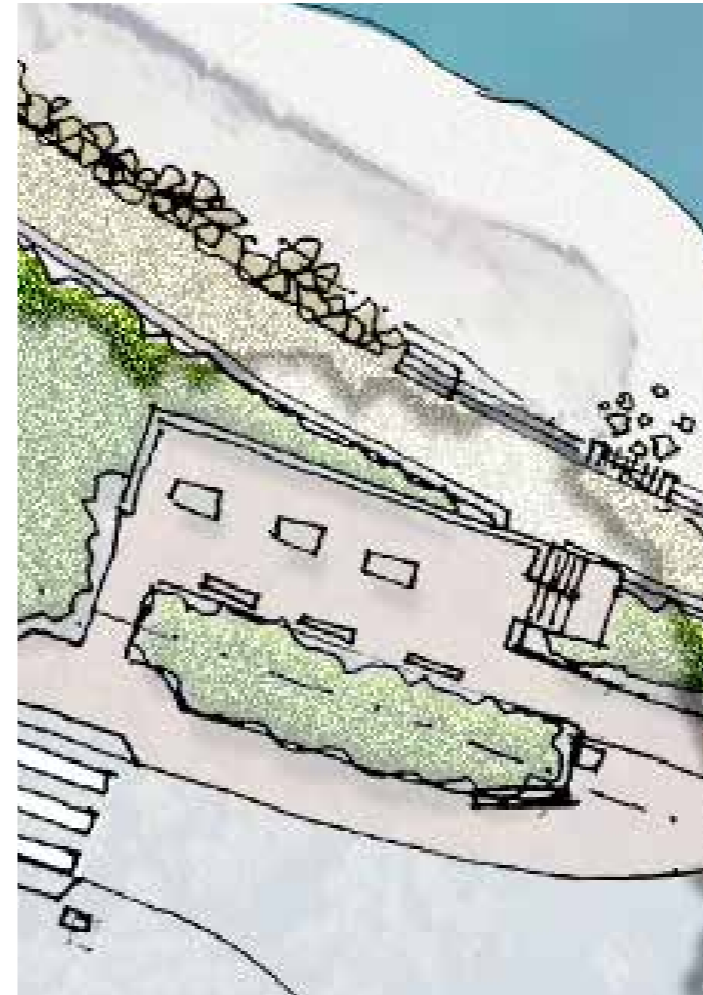


Northern Gateway

The western end of Tasman Terrace, close to the Port Lincoln Hotel is an arrival point to the foreshore for many visitors. An attractive clifftop node already exists. Parnkalla Trail upgrades at the lower (beach) level provide for future trail extension and access to an existing driveway ramp. Upgraded stairs between street and beach level will provide improved accessibility to this part of the Trail.



Artist impression of the Parnkalla Trail extension linking the Foreshore to Axel Stenross Museum (Image Credit: Oxygen).

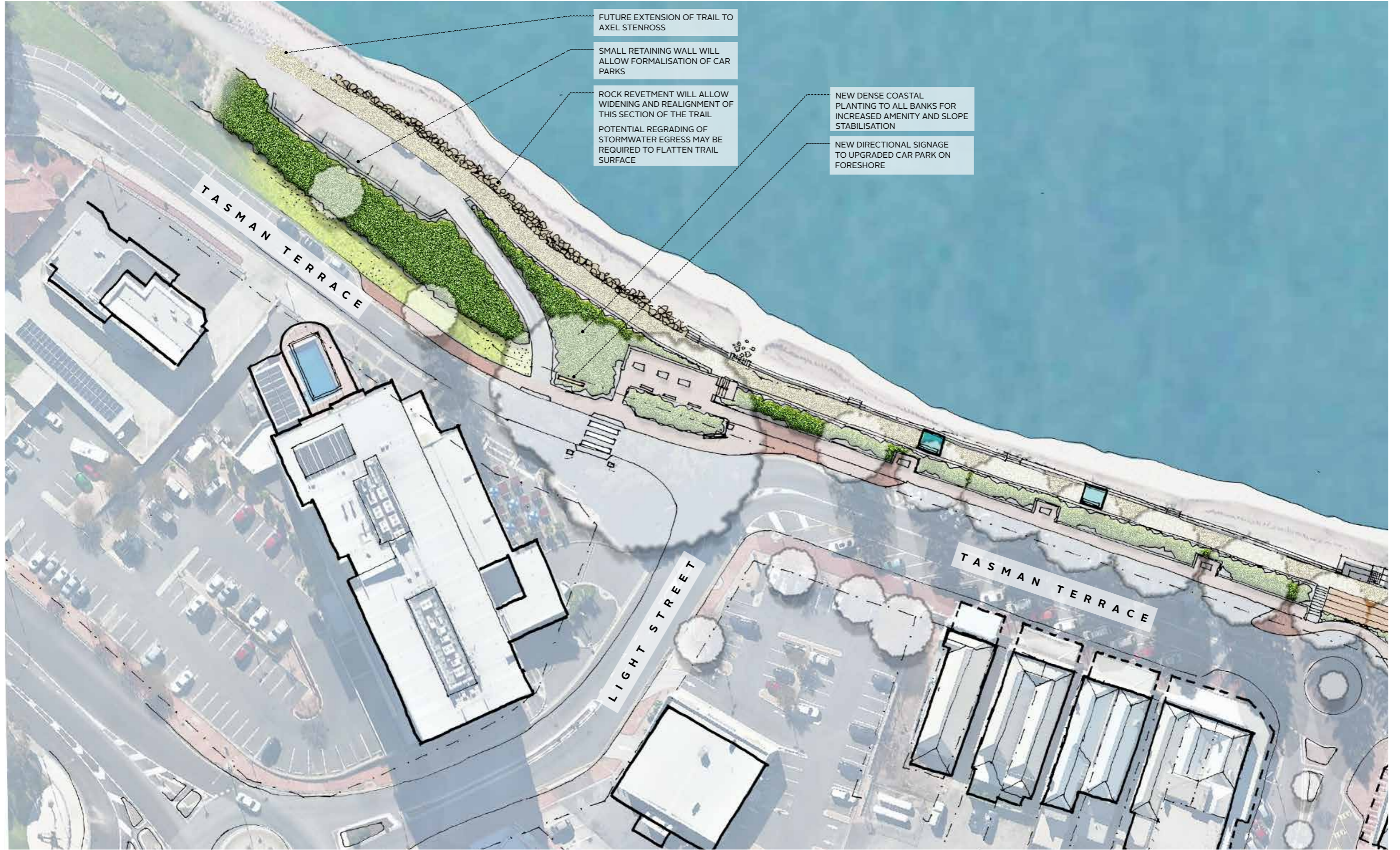


New rock revetment will enable the extension and widening of the Parnkalla Trail along to a formalised car park area.



Selected partial upgrades to existing decking structures to improve access between Tasman Tce and the Parnkalla Trail.





FUTURE EXTENSION OF TRAIL TO AXEL STENROSS

SMALL RETAINING WALL WILL ALLOW FORMALISATION OF CAR PARKS

ROCK REVETMENT WILL ALLOW WIDENING AND REALIGNMENT OF THIS SECTION OF THE TRAIL
POTENTIAL REGRADING OF STORMWATER EGRESS MAY BE REQUIRED TO FLATTEN TRAIL SURFACE

NEW DENSE COASTAL PLANTING TO ALL BANKS FOR INCREASED AMENITY AND SLOPE STABILISATION

NEW DIRECTIONAL SIGNAGE TO UPGRADED CAR PARK ON FORESHORE

TASMAN TERRACE

LIGHT STREET

TASMAN TERRACE



7. Marina Refresh

Lincoln Cove Marina _ Central Precinct



Introduction

Lincoln Cove Marina, 4km from the CBD by road, was built in the 1980s and is a busy hub for much of the fishing fleet and tourist charters. Port Lincoln's indoor recreation centre and swimming pool and residential development also surround the area.

Decades of use and the complex ownership and governance structure involving the developer, state and local government has placed great pressure on the marina, especially its public use areas. Strategies to improve the central marina precinct are a goal of this Master Plan.



Critical maintenance needs have been identified at the public wharf (top left, middle left). Footpaths including the Parnkalla Trail are of low standard and are indirect and unclear (bottom left, middle right). Stakeholders helped identify key strategies for marina improvements at a workshop in November 2018 (above).

Defining the problem(s)

To help identify issues and opportunities at the marina a stakeholder workshop was held in November 2018. The workshop was well attended and confirmed several common concerns and suggestions for future improvement. A record of the workshop is provided at the appendix of this Master Plan.

Design investigations were supplemented by a review of previous studies, often focusing on specific issues e.g. the potential for a new multi-user pontoon. Outcomes from the November 2018 workshop were further tested at the Co-Design workshop in December 2018.

Marina stakeholder workshop _ key issues + opportunities identified

- _ Safety of visitors at a working wharf (dedicated and continuous walkways are not provided)
- _ Improve presentation of public areas
- _ Traffic management including freight
- _ Pressure on wharf from industry use and maintenance concerns due to heavy vehicle use
- _ Wayfinding to marina precinct and within marina
- _ No recreational pontoon for yachts etc
- _ Vacant land unsightly, used for ad-hoc car parking and limits potential

Co-design ideas 'top 5'

1. Seafood dining
2. Shuttle bus
3. Wharf improvements
4. Tourism development
5. Urban renewal

Precinct Plan

A precinct plan has been developed, with strategies to guide the further development and improvement of the central marina area.

1. Wayfinding + information

- _ Implement clear wayfinding signage and markers between the CBD and marina, at the entrances to the marina precinct along Marina Drive and throughout the precinct, especially along the Parnkalla Trail and at activity nodes.
- _ Include wayfinding signage to inform visitors of the car parking locations and offerings at the Marina.

2. Greening + public realm

- _ Local stakeholders were strong in their belief that public realm improvements such as street tree planting, landscaping, footpath and public realm improvements are vital to making the marina a successful place.
- _ Tree planting and a landscape refresh focusing on Jubilee Drive and activity nodes is suggested as a simple and practical improvement that will bring substantial benefits to the area.

3. Parnkalla Trail upgrade

- _ The trail is a major visitor and recreation asset but its route and condition through the marina is poor. Two options have been documented for the trail.
- _ One option is to construct a shared path along South Quay Boulevard where a 3-5m wide road reserve exists in front of the wharf buildings. Note the remainder of South Quay Boulevard including the roadway is part of the marina property.
- _ The benefits of this route are its prime location to access and view the marina and fishing fleet, with direct frontage to tourist businesses including charters and accommodation. Difficulties are that South Quay Boulevard and the service wharf are sometimes busy with trucks causing safety concerns and that the road

reserve is used for parking including staff parking for a number of businesses. Users may be reluctant to move. Both issues also suggest that the trail would require some degree of physical separation (e.g. bollards or fencing).

- An alternative is to upgrade the trail along its present location on Jubilee Drive, widening to a shared path standard. Links to activity nodes and other locations of interest would provide visitor access and viewing opportunities to the marina and wharf.

4. Development of vacant land

- Encourage development of vacant land including for tourist activity such as tourism operators and tourist accommodation.
- Prominent sites adjacent to the service wharf are prime locations for this use and would remove ugly vacant land from the landscape. A large site behind the leisure centre provides further opportunity for development (and potentially additional or replacement car parking) to bring increased visitation and vitality to the marina.
- Infill development can be expected over time to be accompanied by the renewal of existing buildings such as what is happening now with the leisure centre expansion.

5. Activity nodes

- Existing public spaces at the Fisherman's Memorial, Marina Hotel/Recreational Marina and Jubilee Drive pedestrian bridge, are small and in sometimes in need of repair.
- Simple upgrades of these spaces with seating, perhaps a shelter, tree planting and landscaping, wayfinding information and public art would do much improve the useability and attractiveness of these spaces.
- Much was made of the need to improve spaces for local workers and residents, as a springboard to attracting visitors. *If it works for the locals, it'll work for visitors!*

6. Multi-user pontoon to increase access for

recreational and tourist craft

- Given the intensity of fishing industry use on the service wharf, stakeholders have spoken of the need for a substantial multi-user pontoon at the marina to cater for visiting craft, tourist charter pick-up/drop-off and other short term berthing.
- A position between the Marina Hotel and service wharf/boat ramp has been suggested. Replacing an existing pontoon in this location and providing further opportunity for the Parnkalla Trail to link around the Hotel (as it once did).

7. Car parking, traffic and service wharf

- Car parking at the marina is plentiful but disjointed. Large public and private car parks at Port Lincoln Leisure Centre and Marina Hotel are supplemented by some on-street provision at South Quay Boulevard and Jubilee Drive, including behind the leisure centre.
- Vacant land near the service wharf is also used for parking but in a haphazard way, detracting from the appearance of the marina given their prominent position. Development of these sites is anyway recommended to maximise the economic potential and activity around the marina.
- Consolidation of parking is recommended where possible, potentially including the unused part of the fuelling station land at 14 South Quay Boulevard (privately owned) which could be developed as a public or private car park.
- Traffic management opportunities should identify specific routes for heavier vehicles and loading/unloading areas, with service wharf upgrades essential to the long term future of the marina.
- Opportunities also include introduction of one-way movements including South Quay Boulevard and service wharf. Also limiting vehicle access to permit and loading vehicles only. This change could be expected to reduce vehicle conflicts, congestion and improve safety for all users.
- One-way movement on Jubilee Drive has also been suggested to maximise on-street and off-street car

parking spaces.

8. Governance and management

- The tripartite governance arrangement at the marina (state, local and developer) has not resulted in programmed upgrades and active management of the marina infrastructure discussed. A new model is needed, but the success factors and best model for this are outside the scope of this Master Plan.
- More active management of wharf usage by fishing and tourist industries as well as recreational craft is also recommended to reduce user conflicts while maintaining the marina as a busy and active workplace, visitor destination and neighbourhood. Consider a central point of contact (Harbour Master) that manages logistics and operations.

Additional ideas we have heard

- Expanding activity nodes including the Marina Hotel/Recreational Marina node into the adjacent car park has been suggested. The additional functionality and benefits of this expansion is unclear, as even a modest space can work well for local recreation and tourist use. The low level of current activity in the marina does not suggest that additional land is required for activity areas.
- Refuelling for recreational craft has been identified as a constraint. Refuelling infrastructure is located on the service wharf and is physically too high for some craft to access especially at lower tides. Frequent berthing by fishing boats also limits recreational craft access. A 25m floating fuel pontoon at the north of the service wharf has been suggested to increase access to refuelling which would also increase capacity at the service wharf itself.
- Opportunities have been identified for the relocation of some or all fishing fleet loading and servicing to another site(s) in Port Lincoln. Should this happen, new opportunities for the use of the marina service wharf e.g. more recreational or tourism uses are also likely.







Car parking and traffic management opportunities

8. Wayfinding including CBD-Marina Link

Improvements to wayfinding infrastructure around the city is a priority for many stakeholders

The 4km route from the CBD to Lincoln Cove Marina is the most obvious area for improvement, with other city gateway wayfinding also lacking, as is pedestrian-scale signage and markers in the CBD and marina.

Aligning with the broader Master Plan theme of Urban Acupuncture, targeted improvements are proposed to create a legible link between the CBD and Marina based on the upgrade of key nodes and waypoints along the main route, with large wayfinding markers, landscape upgrades and signage.

Local wayfinding and signage at key locations is also a priority and is guided by wayfinding design guidelines included in this Master Plan.

Linking the CBD and Marina

Linking the major local and tourist destinations of Port Lincoln CBD and Lincoln Cove Marina is complicated by distance, indirect road links and a barrier (the railway).

Currently, the 4km route from the Town Jetty to the Marina Hotel via London Street bridge and Stevenson Street offers basic directional signage only, with alternative routes to the marina join at Dublin Street, St Andrews Terrace and Stamford Terrace. Marina and/or CBD access is not simple for visitors (even in the GPS age).

Many community and business stakeholders commented on the need for a legible, attractive and well-signed route between CBD and Marina.

Route improvements could include markers in the form of signage, art and landscape markers, as well as physical connections like continuous bike paths. However upgrading such a long link with numerous intersections and infrastructure crossings would inevitably be expensive, difficult and slow.

Urban acupuncture approach

Aligning with the broader Master Plan theme of Urban Acupuncture, targeted improvements are proposed to create a legible link between the CBD and Marina based on the upgrade of key nodes and waypoints along the main route, rather than continuous streetscape upgrades. By focusing improvements at nodes and intersections, legibility of secondary/alternative routes can also be improved as they join the main route.

- _ Nodal upgrades at key intersections (route decision points) featuring prominent wayfinding signage, tree planting and greening, pedestrian crossings (also improving school access):
 - _ London/Stevenson
 - _ Dublin/Stevenson
 - _ St Andrews/ Stevenson
 - _ Ravendale/Stamford/Marina Drive
- _ In addition, regular wayfinding is spaced between these nodes including minor art, signage and greening.

Community and business stakeholders strongly supported these ideas with Co-design top 3 ideas being:

- _ Stobie Pole Art
- _ Signage
- _ Markers



**Improved crossing, greening + signage
Dublin Street**

**Wayfinding signage + lighting
London/Stevenson**

Minor signage + art

Greening + statement Kirton Point School(s)

**Major intersection wayfinding, art + greening
Ravendale/Marina Drive**

Parnkalla Trail signage



9. Streets for People

Summary of strategies to improve walking, cycling, loading, driving, freight + parking by Infraplan

Key issues and opportunities

In common with many regional cities, a big challenge for Port Lincoln is to balance the necessary movement of vehicles into and out of the centre (including freight 'last mile' routes), with the creation of walkable and attractive 'streets for people'.

This Master Plan suggests a number of principles (next column) and project actions.

Many projects are small and designed to be achievable soon, aligning with the Urban Acupuncture theme of this Master Plan. Longer term goals around alternative freight transport methods, cycling and major upgrades are also flagged.

_ Rebalance the streets from car-dominated to a more human-scale

_ Improve safety for vulnerable road users (pedestrians and cyclists)

_ Improve accessibility for people of all ages and abilities

_ Improve the walking experience with visual interest, landscaping, shade, shelter and seating to encourage motorists to park and walk rather than drive and;

_ Provide wayfinding (intuitive design and signage) to key destinations and points of interest.



Road network

- _ Roads are generally wide with angle parking which results in a vehicle dominated environment.
- _ The high volumes of traffic and particularly heavy vehicles (noise, pollution and safety issues) significantly detract from a 'High Street' vibe and significantly reduce pedestrian and cyclist safety.
- _ Closure of the rail line which currently transports grain from the north will result in even greater numbers of trucks through the city. The 'last mile' status of CBD streets is a major challenge that State and Council must work together to address.
- _ Opportunities exist where road widths can be reduced without impacting on traffic flow. This space can be re-assigned to urban realm improvements such as; landscaping, seating, safer road crossing facilities, bicycle lanes and wider footpaths, and transform the vibrancy and safety.
- _ There were some discussions in the community regarding the possibility of changing Tasman Terrace to a one-way street. This has not been included in our recommendations because there are wider traffic, parking and economic impacts that would need to be considered.



Car Parking

- _ There is a significant number of car parking spaces within CBD. Despite this, the community noted that there was an under-supply of parking
- _ A significant percentage of car parks in the heart of the CBD are taken up all day by Council staff and other CBD employees. Car parking availability can be achieved by:
 - _ Ensuring car parks in high-activity areas are short-term and high turnover,
 - _ Long-term staff parking is located within walking distance of the centre, but restricted within the centre, and
 - _ People are prepared to walk (up to) a few minutes from their car park to their destination



Walking

- _ Parnkalla Trail is particularly well-used by local residents as well as visitors.
- _ Walking for transport is not actively embraced. Pedestrian crashes have occurred in Liverpool Street which indicates numerous desire lines to cross without appropriate infrastructure.
- _ There are many reasons that contribute to a lack of walking culture that is common in regional cities. Key barriers that were identified:
 - _ Main roads carry high volumes of traffic (and trucks)
 - _ Footpaths are narrow or poor quality and kerb ramps are inconsistent
 - _ East-west streets have fine-grain permeability at approximately 90m spacings, but north-south streets at approximately 250m spacings
 - _ Lack of shade and/or shelter
 - _ School precinct are surrounded by busy roads and lack of sufficient crossings
 - _ Parnkalla Trail has been blocked off at the Marina by outdoor dining
 - _ Limited accessibility for people with disabilities

Cycling

- _ The busy road network with high volumes of heavy vehicles is not cyclist-friendly.
- _ There are bicycle lanes and shared paths marked on some Council streets but they are not well connected.
- _ No north-south marked bike routes.
- _ No bicycle lanes on DPTI roads.
- _ Lack of bicycle parking.
- _ Cyclist crashes occur in Tasman Terrace and Edinburgh Street.
- _ Wayfinding is difficult, particularly to the Marina.



Recommendations _ Road Network

- _ The wide roads and large areas of bitumen and car parking provide opportunities to reallocate road space to be greener, safer and more human-scale
- _ To achieve a slower visual environment, the visual width should be less or equal to, the height. This concept can be used along the length of a road, such as recommended for Liverpool Street and Porter Street, or at isolated pods at frequent intervals, particularly at pedestrian desire lines.
- _ Pods require the reallocation of car parking spaces into kerbed build-outs with landscaping and kerb ramps to reduce the visual width of the street and provide safe pedestrian crossings.

Liverpool Street:

- _ Reduce road widths to reallocate space for landscaping and/or wider footpaths
- _ Reduce speed limit in Liverpool Street to 40km/h between the two roundabouts

Porter Street:

- _ Reallocate road space in Porter Street to install a 3-metre wide central median that provides landscaping and also right-turn storage bays at Liverpool Street, Washington Street and Edinburgh Street.
- _ Install traffic calming pods at pedestrian desire lines

City-wide: Traffic Calming Pods:

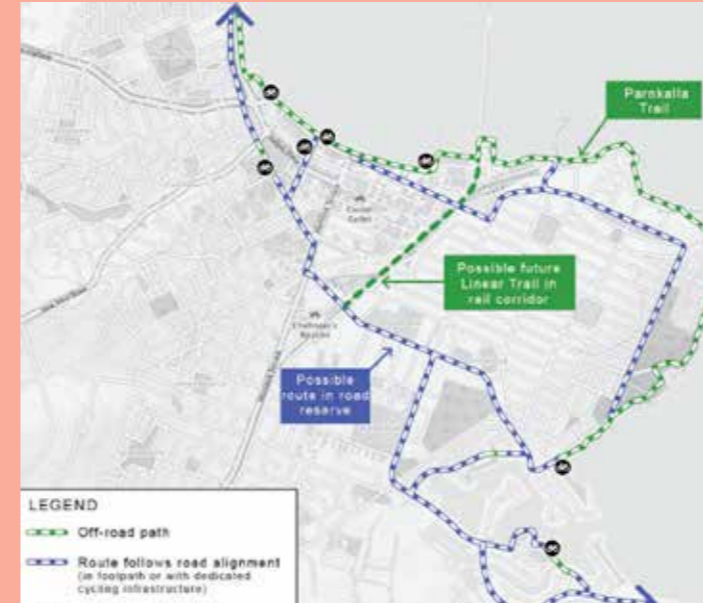
- _ The urban acupuncture model can be adopted by installing traffic calming pods at frequent locations along wide roads

Tasman Terrace:

- _ There were some discussions in the community regarding the possibility of changing Tasman Terrace to a one-way street. This has not been included in our recommendations because there are wider impacts that should be considered in more detail

Car Parking

- _ Educate staff who park all day in the CBD to park outside of the highest activity area to free-up spaces for customers
- _ Change parking duration times in Tasman Terrace from 2hr to 1hr for higher turnover.



- _ Install wayfinding signs to long-term parking locations
- _ Change long-term parking in Washington Street and Napoleon Street to short-term
- _ Provide an area specifically for caravan and camper parking with directional signage to it from the edge of the CBD - an area identified for this is at the exist triangle of Tasman Terrace, King Street and Eyre Terrace
- _ Encourage behaviour change for walking and cycling to become an enjoyable alternative to the personal car for short trips.
- _ Provide signage at the township entry points that guides people to parking locations to minimize unnecessary traffic circulation.

While recognizing that car parking is required along the foreshore, our recommendations are to remove small pockets of car parking at key nodes to raise the coastal strip, beach vibe.

- _ A Foreshore Plaza at the jetty will replace the eastern section of the off-street car park and one-way exit from the car with people-staying activities, and a wider view of the ocean from the café strip becoming achievable. The one-way exit will be moved to the west side of the Plaza which will improve pedestrian safety by removing one lane of traffic at the road crossing. In total, there will be approximately 30 parking spaces removed.

- _ The proposed upgrade at the Yacht Club will require the existing car park to be reconfigured with a net loss of approximately 4 spaces. This will require liaison with the Yacht Club users prior to detail design to ensure that all vehicle and trailer types will be able to manoeuvre in and out of the modified area sufficiently.

Pedestrian Safety Improvements:

The following locations were identified for site specific safety improvements as they are complex traffic layouts at locations of high pedestrian activity near Schools and Ovals:

- _ Junction of New West Road and Tennyson Street
- _ Mortlock Terrace and Park Terrace intersection

Walking

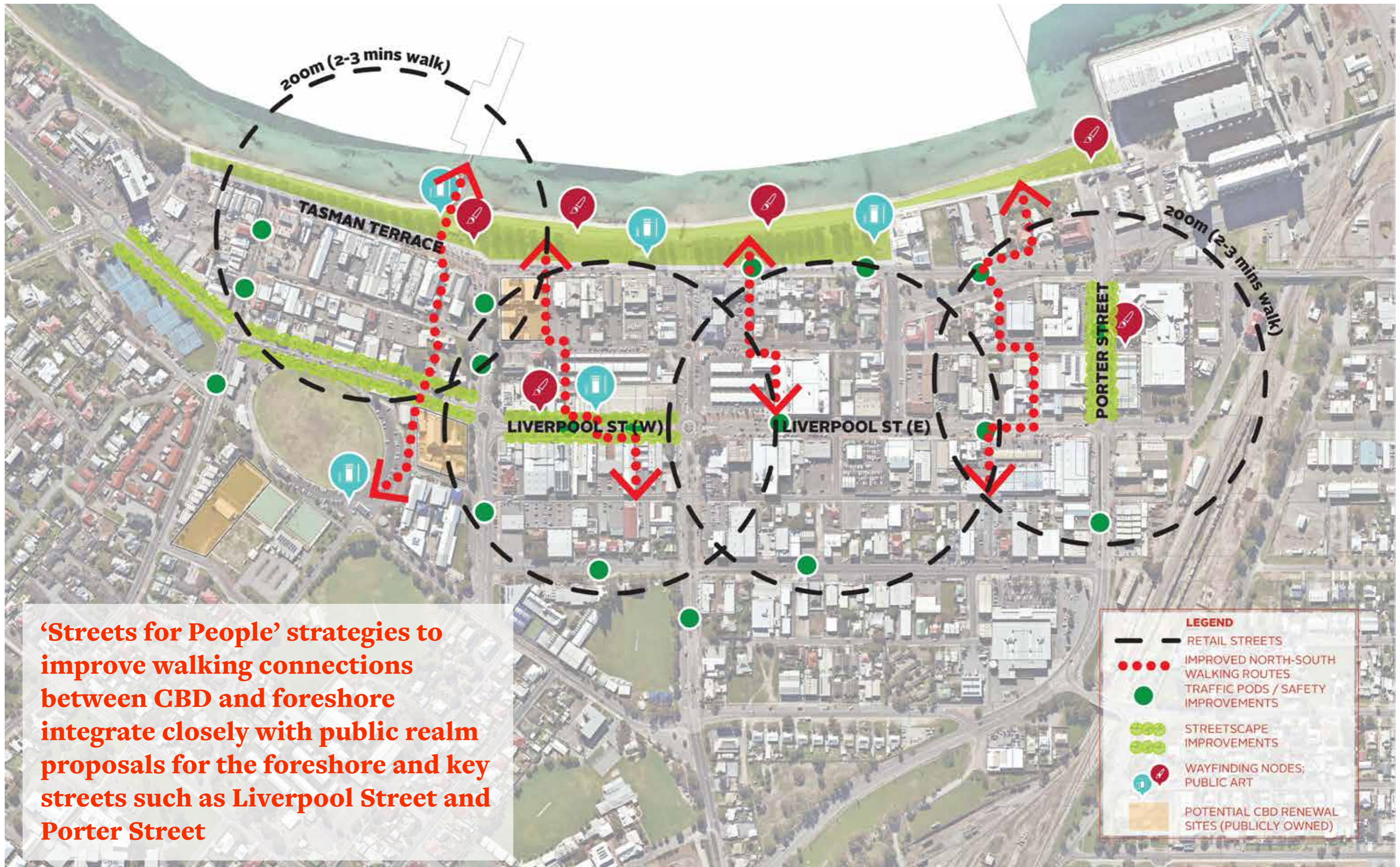
- _ Install Traffic calming pods at pedestrian crossing desire-lines to reduce crossing distance and improve safety. This will also result in intuitive wayfinding to key points of interest.
- _ Increase north-south pedestrian permeability through laneways and arcades.
- _ Improve pedestrian crossing near schools at the junction of New West Road and Tennyson Road.

Cycling

- _ Developing a cycling strategy that identifies works required to provide a safe, dedicated cycleway that links the CBD to the Marina
- _ Upgrade Parnkalla Trail within the extents of the Port Lincoln township to a high quality recreational shared path
- _ Connect Tennyson Terrace to Park Terrace via path upgrade of Stevenson Street behind Centenary Oval
- _ Install bicycle rails in Tasman Terrace, Liverpool Street, parks, and other points of interest

Future Strategies

- _ Assess the impacts of changing Tasman Terrace to one-way.
- _ Undertake an Accessibility Audit of the Port Lincoln CBD, Foreshore and Marina footpaths and kerb ramps.
- _ Roll-out a prioritized footpath and kerb ramp upgrade scheme.
- _ Publicise Dial-a-Ride service.
- _ Consider providing a mail pick-up centre at Marina to reduce traffic issues at Post Office in CBD.
- _ Review Parnkalla Walking Trail locations suitable to upgrade to a shared path width, taking into account sensitive ecology
- _ Review the 2007 Bicycle Network Strategy.
- _ Work with DPTI to explore State and Federal funding options to mitigate the adverse impacts to the community resulting from the high volume of heavy vehicles including:
 - _ Update the 2002 freight route bypass study
 - _ The dual-lane roundabouts in Liverpool Street should be re-assessed with view redesigning with safety improvements or to be replaced by traffic signals
 - _ Road and intersection upgrades of to support a safe road network for residents, visitors, tourists as well as reliable heavy vehicle movements.
 - _ Multi-criteria analysis of the impacts of closing the rail line.
 - _ Options paper for re-purposing the rail line if closed, eg, Linear Park, Wetlands, Truck route,
 - _ Last Mile regional road safety projects
- _ Lobby to install bicycle lanes on all DPTI roads within the township.
- _ A Walking Network Strategy.



‘Streets for People’ strategies to improve walking connections between CBD and foreshore integrate closely with public realm proposals for the foreshore and key streets such as Liverpool Street and Porter Street

LEGEND

- RETAIL STREETS
- IMPROVED NORTH-SOUTH WALKING ROUTES
- TRAFFIC PODS / SAFETY IMPROVEMENTS
- STREETSCAPE IMPROVEMENTS
- WAYFINDING NODES; PUBLIC ART
- POTENTIAL CBD RENEWAL SITES (PUBLICLY OWNED)

10. Targeted Public Realm Improvements

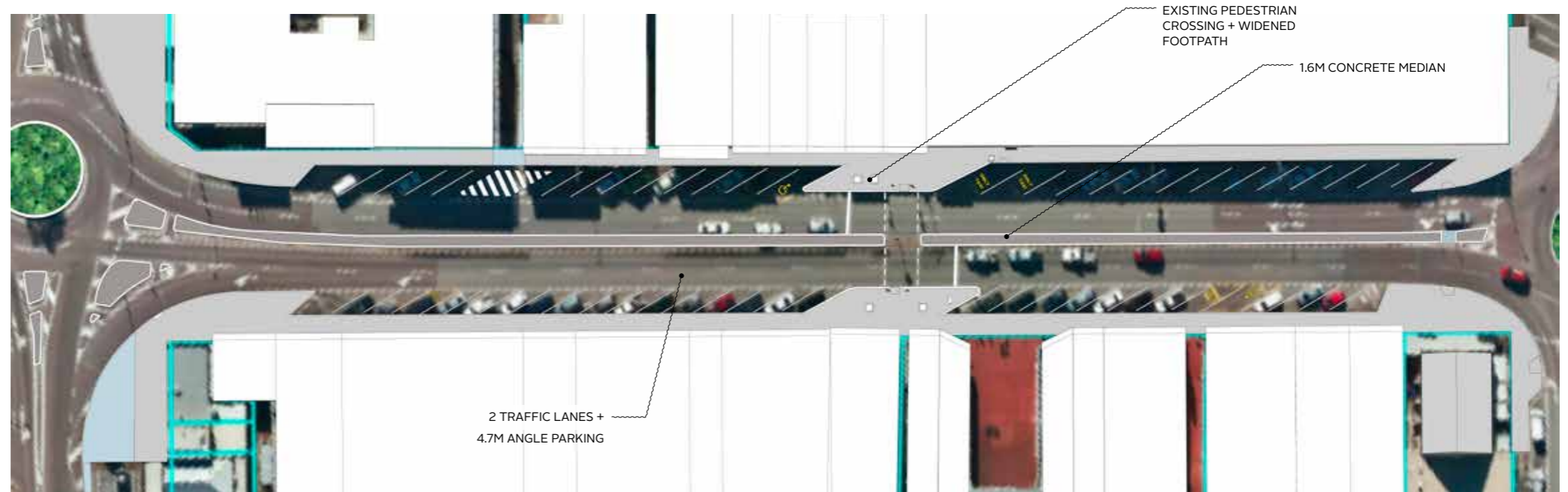
Integrated closely with the foreshore concept design, and the streets for people strategy, public realm improvements have been developed for the most important streets in the CBD and Marina. Concepts are included for Liverpool Street and Porter Street, but the design typologies and elements proposed are applicable to other streets as well.

Liverpool Street between the Lewis Street and Adelaide Place roundabouts is a challenging space to Master Plan. This block is the most concentrated retail street in Port Lincoln, with an intact streetscape of buildings built to footpaths busy with pedestrians.

Liverpool Street is also a major arterial road into the city and the port. In fact it is this role as a freight route including for grain road trains that makes its improvement a difficult proposition.

Amenity is poor and the community aspires to a future Liverpool Street that is pleasant, comfortable, green and a desirable place to shop and to be.

This Master Plan proposes two concepts - one a 'minor' upgrade of footpaths and median, and a second 'major' upgrade concept involving more substantial road redesign. The latter concept may require strategic transport and freight networks to be reconfigured before it can be achieved.



Liverpool Street existing conditions.



Two traffic lanes plus angle parking on each side makes Liverpool Street a car (and truck) dominated space.



Street furniture, paving and other public realm infrastructure is basic and of low quality contributing to a tired, unappealing feel.



Double roundabouts at each end of the block are handy for road trains but challenge pedestrians (and many drivers).

Liverpool Street 'minor' upgrade - renewal of footpaths and median to transform appearance and feel of the street



Liverpool Street minor upgrade concept.

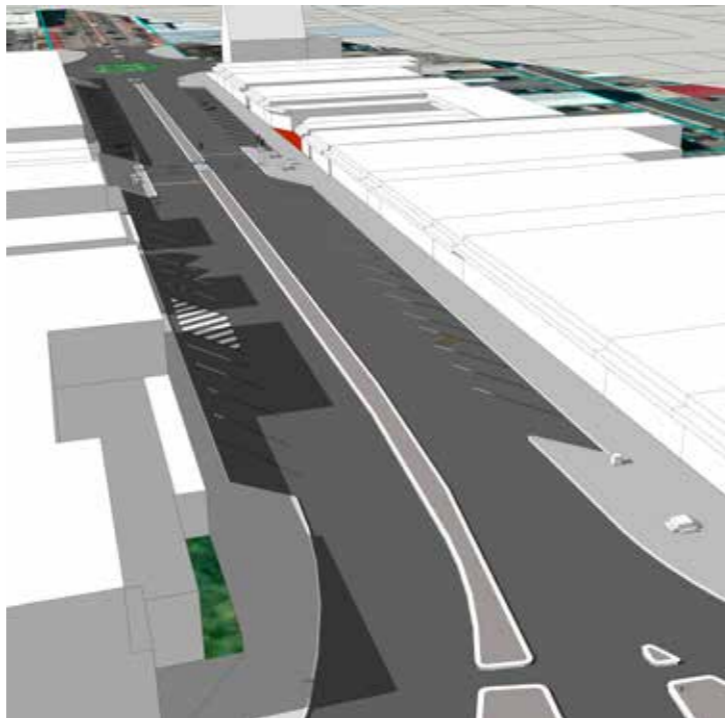
NTS @ A3



Liverpool Street ‘Major’ Upgrade concept – transforming Liverpool Street into a thriving street for people’ by increasing public footpath space and amenity, while retaining angle parking for easy access. A new cross section is proposed with a 3m wide landscaped median, one travel lane in each direction and angle parking.



Wider footpaths and crossings, and narrower road space will slow traffic and help create an attractive people-friendly streetscape.



Liverpool Street existing conditions.

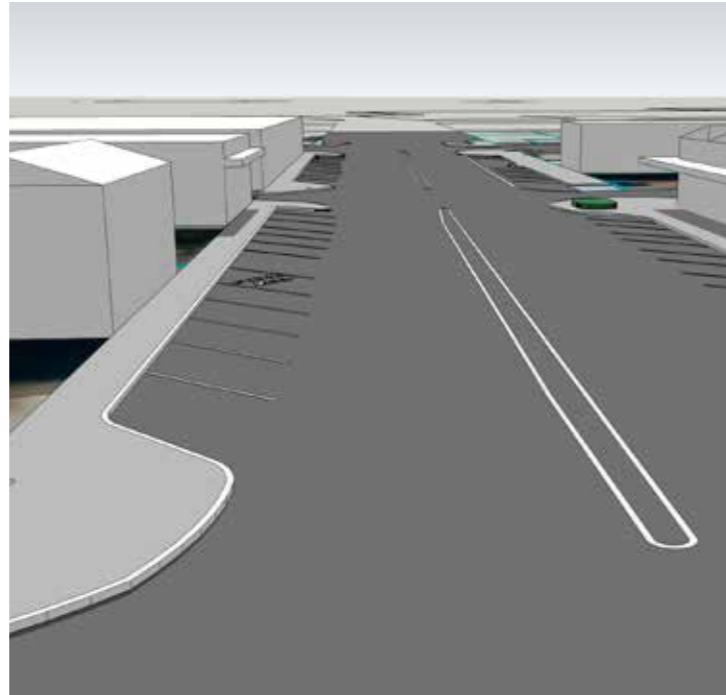


Widened pedestrian crossing allows increased public space for seating, information, public art and landscaping.



Liverpool Street 'Major' Upgrade Concept.

Porter Street is another wide street, busy with trucks. A node of speciality shops on the east side signal an emerging centre within the CBD. Some public realm upgrades have recently been completed, and this concept proposes further enhancing the street to green, slow, soften and cool the environment. The design principles demonstrated here can also be applied to other CBD streets.



Porter Street existing conditions - very wide roadway with painted median and angle parking.



Porter Street today.



Recently upgraded footpath without shade or greening.



One attractive and simple node of public space - shade, seat, bin, greening - a sign of things to come!



Porter Street vision - 3m treed median and verge planting create a boulevard effect. Rain gardens in the foreground collect, slow and treat stormwater.



Porter Street improvement concept.

NTS @ A3



Porter Street upgrade concept.

11. Public art + cultural framework

Highlights of the public art + cultural framework prepared by Brecknock Consulting

Many stories from Port Lincoln's history and community remain largely untold, offering great potential for art to help Reveal, Enhance and Activate the city's public spaces and add a new dimension to the quality of the places and to the user experience.

Urban Acupuncture: A Cultural Overlay

The rationale of applying Urban Acupuncture is to use small-scale but culturally catalytic interventions into the city's fabric to stimulate community engagement with cultural / art activities in the built environment that lead to the development of diverse and culturally rich urban places.

Every place and every community have multiple stories and many layers of history and development that can form a conceptual base for public art interventions.

This is particularly relevant to the Port Lincoln context with its many centuries of cultural practices; significant role in the exploration and establishment of South Australia; and the great diversity of European fishing and farming stories. And overlaying this cultural richness, the modern-day city!

The consultation undertaken by the Jensen Plus team in late 2018 demonstrated that the people of Port Lincoln have many and varied ideas and opportunities to enhance the public realm of the foreshore, city centre and marina precincts.

This applies not only to the urban planning, landscape and placemaking possibilities highlighted as part of the Master Plan consultation, but equally to the cultural agenda and specifically opportunities for public art.

A toolkit of public art opportunities

The 'toolkit of public art opportunities' can inform the public art opportunities that can be drawn upon and added to the public realm as they become a reality.

It is recommended that this 'Overlay' features three opportunity groupings

1.Revealing

Surfacing, Storytelling & Healing

Every place and every community has a wealth of diverse and at times contradictory stories and histories. At times these stories are controversial and challenging, but deserve to be surfaced and told as part of making a meaningful place.

Surfacing

During the consultation sessions we were told that there are many aspects of Port Lincoln's history that are not evident in the public realm and could be 'surfaced' through permanent and temporary public art. This approach is particularly relevant in finding public expression for the region's Aboriginal history.

Storytelling & Healing

Given Port Lincoln's Aboriginal and settlement history, cultural diversity and range of important maritime and agricultural industries, there is a wealth of stories upon which to draw. Art initiatives such as this can be seen to assist in bringing communities together and where relevant be part of a healing process.



Revealing – Benchmark examples from around Australia.

Story telling of Aboriginal and European histories and everyday life through wayfinding and paving artworks.

2.Enhancing

Places/Spaces, Environment & Infrastructure

One of the important functions of the arts is to enhance the quality of public realm both from a purely aesthetic and from the perspective of demonstrating pride and valuing of the city's sense of place.

Places/Spaces

The Foreshore has been nominated as the location for public artwork, sculptures of local significance and could be considered as a suitable location for an "Outdoor Gallery" that is contributed to over time.

A review of the Lincoln Cove Marina environment would suggest that there is considerable potential for public art that highlights the history and ongoing importance of the fishing industry.

Environment & Infrastructure

It is widely recognised that public art can greatly enhance civic infrastructure and landscape projects.

Opportunities include the use of street art on Council owned walls and Council encouraging property owners with large blank walls to support street art that might remain in place for 2 or 3 years and then be repainted bringing new artwork into the environment.

Council installs a range of street furniture and paving that could be greatly enhanced by involving artists in the design and construction of seating, bus shelters, drinking fountains and paving designs. All of which can help to generate a unique Port Lincoln sense of place.



Enhancing – Benchmark examples from around Australia.

Permanent and temporary enhancement of public infrastructure

3.Activating

Enlivening, Stimulating & Challenging

Public art can play a critical role in helping to activate and bring vibrancy to the city. Especially using temporary and ephemeral artwork interventions that enliven the public realm during both day and night time.

Enlivening

The use of temporary and ephemeral art can be used to enliven spaces with changing works that might last a day/night, days/weeks or be a series of constantly changing digital images projected onto buildings or trees.

One of the great advantages of developing a program of temporary art is that the artworks will be of low cost and low risk and therefore can be utilised to give local artists public exposure and to help build creative capacity in the region.


Stimulating & Challenging

Given the transitory nature of temporary and ephemeral art it lends itself to allowing a greater degree of personal and creative expression on the part of artists. Permanent and expensive public art, by its very nature tends to be conceptually safe in order not to generate too much community controversy, while the low key and changing temporary art allows artists to tackle stimulating and challenging themes in their work.



Activating – Benchmark examples from around Australia.

Bringing activation to the public realm through projection, light box art, street art and temporary projects.

An aerial photograph of Port Lincoln, South Australia, showing a dense urban grid and a waterfront area. The map is overlaid with several colored circles (pink, orange, and lime green) that indicate specific locations for cultural interventions. A dashed orange border highlights a specific area in the lower right quadrant of the map, which includes a waterfront development with a curved road and several buildings. The text is overlaid on a semi-transparent grey box in the lower left corner.

The “Urban Acupuncture: Cultural Overlay” provides a range of opportunities that Council can implement on an incremental basis as infrastructure and renewal projects evolve across the city. The Cultural Overlay can be seen as a strategic approach to bring together many different elements, stories and artworks to create a “cultural mosaic” of interventions that will, over time, result in a complex and rich picture of Port Lincoln as a place and community.

Grain silos near Main Wharf. The Parnkalla Trail meanders past the silos towards the foreshore and CBD



12. Implementation

Quick wins, Investment Attraction, Cost estimates, Staging

Quick wins

Quick wins must be just that and in the first instance, deliverable in the next 12 months. This means they need to start immediately!

Quick wins could include infrastructure and spending by other parties, not just Council.

The table suggests some potential quick win projects for each of the eight Master Plan strategies.

QUICK WINS		
Master Plan strategy	Possible quick Win project	Benefit
Port Lincoln Foreshore	<ul style="list-style-type: none"> _ Tuna Poler Statue installation (complete!) _ Pop-up foreshore café – procured via EOI and open to new or established businesses 	<ul style="list-style-type: none"> _ Important community project; demonstrate new materials and furniture _ Activate the foreshore; demonstrate entrepreneur investment, not just Council
Marina refresh	<ul style="list-style-type: none"> _ Marina wayfinding signage design and construct _ Implement one activity node – trees, seating, signage 	<ul style="list-style-type: none"> _ Practical, low cost improvement to amenity at Marina
Wayfinding including CBD-marina link	<ul style="list-style-type: none"> _ Stobie pole art + other markers including public art on bridge 	<ul style="list-style-type: none"> _ Can be achieved quickly
Streets for people	<ul style="list-style-type: none"> _ Traffic calming pods in 2 or 3 streets _ Off-street car park wayfinding signage _ Six month trial of 1hr parking 	<ul style="list-style-type: none"> _ Immediate pedestrian improvement; tests new streets for people ideas _ Start to change culture of parking
Targeted public realm improvements	<ul style="list-style-type: none"> _ Temporary greening via tree planters in Liverpool and Porter Streets 	<ul style="list-style-type: none"> _ Can be achieved quickly
Art + cultural framework	<ul style="list-style-type: none"> _ Temporary artwork e.g. murals on Council owned building 	<ul style="list-style-type: none"> _ Demonstrate art framework without committing to a permanent feature; get community used to the concept
CBD urban renewal	<ul style="list-style-type: none"> _ Collaborate with state to develop and consult on a redevelopment framework for the site _ Design competition or university design project 	<ul style="list-style-type: none"> _ Community buy-in

Investment Attraction

What investment attraction?

In our experience the first step in attracting private (and public) sector investment to Port Lincoln is to understand the advantages and barriers to investment in the key precincts.

This needs to be done at a fine-grained scale with individual businesses. Only when the interests and requirements of current property owners and individual prospective investors are known, can an Investment Attraction Strategy be shaped over the short and long term.

The suggested actions for the strategy come from our understanding of current market trends for towns and main streets where critical elements include food and beverage offers, place quality and legibility to users, particularly tourists.

Public realm 'design dividend'

Examination of urban renewal projects which have accelerated investment such as Prospect Road in Adelaide and foreshore areas such as Geelong and Manly show the benefits of encouraging investment in tandem with public realm upgrades.

Our research shows the ratio of public realm investment to private sector investment more than justifies public realm improvements. An analysis of key projects in inner Adelaide shows the following return in public realm investment:

- Prospect Road - 1: 7.4
- Churchill Road – 1: 29
- Walkerville Terrace – 1: 26

These examples represent private sector development in the many millions of dollars.

As well as discovering of the aspirations and concerns of key individual local businesses and property owners and identifying potential investors from the local community and further afield, promoting the important role of the 'design dividend' - or public realm upgrade - is crucial.

The following ten actions form the core of a suggested investment attraction approach, responding to the Master Plan, concept designs and Master Plan research. Some of these actions may already be underway as part of ongoing economic development initiatives.

INVESTMENT ATTRACTION ACTIONS

Action (in Priority order)	Tasks	Outcome + Timeline	Responsibility
1. Engage with existing local business sectors along common gateway corridors	<p>Council to engage with local businesses and property owners in key precincts. Engagement with target groups of land owners and businesses with common land uses and common issues. These groups will include:</p> <ul style="list-style-type: none"> – Traders in the CBD, Foreshore area and businesses at the Marina. Outcomes of engagement will be to: <ul style="list-style-type: none"> – Determine the common challenges of retailing in markets and its likely location – Establish areas of agreement on a future vision including amalgamation and merging, releasing land of sufficient size for development or other uses and establishing 'hubs' of cafes and entertainment, parking areas and safe access to meet changes – Shopping centre owners and tenants. Outcomes will be: <ul style="list-style-type: none"> – Actions to respond to disruption through the entry of online shopping – Identification of land of sufficient scale to attract new retail investors and operators in the retail and leisure sectors – Focus on meeting future local and community needs in food services, convenience goods, leisure and meeting places. – Hospitals, aged care providers, medical centres and allied health generators in Port Lincoln. Outcomes of engagement will be to: <ul style="list-style-type: none"> – Determine the local expansion needs of the aged care/ aged accommodation sector and how it can occur locally. This will include potential NDIS facilities, ageing in place development, establishment of one-stop facilities, based on GP services, allied health and specialist services. – Link them with prospective inward investors wishing to move to Port Lincoln. – Start up, small and fledgling businesses requiring assistance to adapt to disruption and technologies advantages. 	2019-2020	Council led with state agencies where relevant

INVESTMENT ATTRACTION ACTIONS

Action (in Priority order)	Tasks	Outcome + Timeline	Responsibility
1.Engage with existing local business sectors along common gateway corridors	<ul style="list-style-type: none"> – Entrepreneur, start-up and business hub operators and funders with a specific focus such as the Council. Outcomes will establish the process and intent in accelerating investment in these priority areas – Small business associations and operators/owners. Outcomes to determine their capacity to amalgamate, expand, sell and invest – and record this data. 	2019-2020	Council led with state agencies where relevant
2.Develop an updated 'Prospectus' specifically for the study area	<ul style="list-style-type: none"> – Target the Prospectus at both smaller current investors and larger longer-term investors highlighting the likely future changes to the function and appearance of Port Lincoln. – Promote the major existing competitive advantages throughout the city and key areas of fast data networks. – Offer potential for negotiation on a 'package' of prioritised, fast-tracked public realm improvements should major investment occur and stay for a period of years. – Promote the key precincts and nodes and their potential offering to broker negotiation with existing operators in the key sectors described. – Distribute the Prospectus to Key Builder/Developer Organisations and Investor Organisations – Load the Prospectus on to Councils website and promote through Port Lincoln's economic development programs. – Include a document of properties on the market 	Mid 2020	
3.Develop a marketing campaign	<ul style="list-style-type: none"> – Prepare a marketing campaign including: <ul style="list-style-type: none"> – Development of a specific brand, e.g. "Port Lincoln CBD – Liverpool Street" and "Foreshore Investment Area" 	Late 2020	

INVESTMENT ATTRACTION ACTIONS

Action (in Priority order)	Tasks	Outcome + Timeline	Responsibility
3.Develop a marketing campaign	<ul style="list-style-type: none"> – Articles in mainstream media – Placements in social media – A video of Council leaders and investor experts highlighting the advantages of investment in the gateway corridors and the changes underway (multi-lingual) – Promoting broadband availability and other digital economy initiatives. Council should continue their collaboration and strengthen their program of: <ul style="list-style-type: none"> – Promoting their competitive advantage to the ICT sector, large and small – Identifying individual businesses likely to be attracted to an urban and well-serviced regional environment. 	Late 2020	
4.Engage with investors locally, interstate and (through State Government and major agents) overseas	<ul style="list-style-type: none"> – Ensure investors and their representatives, including superannuation funds and consortia are aware of the vision and activity for Port Lincoln and the rate of positive change likely in the future with amenity likely to improve. Highlight: <ul style="list-style-type: none"> – The opportunities for large site assembly as existing businesses contract, close or renew. – The results of land owner/business owner engagement – Current sites for sale or ripe for redevelopment – The capacity for Federal and State assistance (e.g. Job Accelerator Program, City Deals potential). 	Late 2020	
5.Hold targeted events directed and prepared for specific economic sectors	<p>Promote the precinct and node improvements to:</p> <ul style="list-style-type: none"> – The ICT sector – Major schools and tertiary offices – Health care providers and insurers, practitioners, institutions providing aged care, aged accommodation, rehabilitation and NDIS accommodation including: 	Late 2020	

INVESTMENT ATTRACTION ACTIONS

Action (in Priority order)	Tasks	Outcome + Timeline	Responsibility
5.Hold targeted events directed and prepared for specific economic sectors	<ul style="list-style-type: none"> _ Community Housing providers _ Major church groups _ Consulting specialists _ Commercial property agents _ Major retailers _ Small business groups 	Late 2020	
6.Promote the capital works around major activity hubs	<ul style="list-style-type: none"> _ Council to investigate, plan, design and budget for future public realm improvements in the three selected areas, focusing on quick wins and subsequent projects in the Foreshore, CBD and Marina precincts. 	Next Council capital works review and budget plan	Council and State agencies
7.Use the Master Plan and Concept Plans to guide investors to specific priorities integrated with their future plans.	<ul style="list-style-type: none"> _ Opportunity - Redevelop the State Government owned site for community/tourism and related uses on the Foreshore frontage with 'CBD' balance for commercial/retail activity. _ Through agents identify retail and commercial investors who may be interested in regional SA investment and their terms of entry. _ Negotiate with the State to take action with the property, requesting incentives to attract investors and/or identify current grants which could be used to reduce investor costs to redevelop. _ Prepare a small in-house cost-benefit study to promote the benefits of redevelopment. _ Demonstrate to the State the actions Council is taking to support such redevelopment . _ Apply for relevant grants to accelerate this process _ Opportunity – Marina: 	Early 2020	Council

INVESTMENT ATTRACTION ACTIONS

Action (in Priority order)	Tasks	Outcome + Timeline	Responsibility
7.Use the Master Plan and Concept Plans to guide investors to specific priorities integrated with their future plans.	<ul style="list-style-type: none"> _ Provide incentives for redevelopment of the prominent vacant Marina sites, indicating what is proposed around it. If there is no action seek the owners' endorsement to 'green' the site, or if not, install temporary landscaping around the site on Council owned road reserves/land. _ Meet with State representatives, and the Federal and local member to leverage action on all relevant publicly owned sites 	Early 2020	Council
8.Provide a rapid development advisory service	<ul style="list-style-type: none"> _ Ensure Council staff and members fully understand the current and likely future development program for the Foreshore, CBD and Marina. _ Use concept plans to promote and advise on key sites. _ Give development applications in the precincts priority for rapid assessment. 	Early 2020	
9.Incubator Business Pathways	<p>Ensure incubator businesses nurtured in the Precincts stay in Port Lincoln by:</p> <ul style="list-style-type: none"> _ Promoting available space and premises in the precincts _ Maintain a database on incubator businesses _ Regular contact with incubator businesses and their associates 	On-going	
10. Liaise with local agents to fill vacant properties in designated nodes and precincts	<p>Seek to partner with agents and state agencies to improve the occupancy rates of selected precinct properties, particularly for start-up and entrepreneur businesses.</p>	Early 2020	

Non-Physical Strategies

Physical improvements often need to be accompanied by supporting strategies for successful outcomes. The strategies listed below should provide the physical implementation actions with a better chance of success.

NON-PHYSICAL STRATEGIES

Precinct	Attraction Strategies	Matching Master Plan Strategy	Actions
Foreshore	_Increase frequency of events and festivals, even if they are small niche boutique events	_ Foreshore Destination Strategies	_ Invite and attract more community groups and clubs to use the Port Lincoln Foreshore for their celebrations, meetings and events generating tourism activity and economic activity
CBD	_Strengthen and activate trader groups and organisations	_CBD Liverpool Street Major and Minor Upgrade Strategies	_ Initiate trader and business meetings to address and prioritise issues within the Master Plan and encourage self- starting and self-funded group improvements
Marina	_Overhaul marina management and maintenance with key owners and user groups.	_ Marina Improvements Strategy	_ Facilitate meetings with key participants to update and simplify marina governance _ Negotiate to remove DPTI from governance arrangements
All Precincts	_Negotiate 'City Deal' with State and Federal governments	_ Aligned with all Master Plan strategies	_ Prepare tourism and other data to demonstrate economic benefits of the Master Plan including : _ State government site redevelopment on Foreshore and at marina (including key vacant site - or compulsory acquisition) _ Marina infrastructure upgrading and management _ Foreshore improvements _ Transport infrastructure (alternative freight route required for grain shipping) _ Meet with State and Federal agents to propose a tri-partite deal involving improvements to the Marina and other improvements based on the Master Plan.

Staging and Cost Estimates

Staging and cost estimates

Quick wins provide a springboard for the staging strategy, demonstrating to the community Council bona fides to follow through on planning.

Modest public realm projects should be factored in to early staging with projects such as the major enhancement of Liverpool Street being spread through future Council capital works budgets.

Arguably the staging of works should follow the market in terms of local and tourist usage. As such a staging plan may be as follows.

STAGING + COST ESTIMATE

Stage	Project	Cost Estimate
Stage 1 (0-1 year)	_ Quick win for each Master Plan strategy	_ Low
	_ 'City Deal' and other non-physical strategies	_ Low
Stage 2 (1-2 years)	_ Foreshore – Town Jetty Activity Node	_ High
	_ Marina improvements	_ Moderate
	_ CBD to Marina Link	_ Moderate
	_ Streets for People movement + safety upgrades	_ Moderate
Stage 3 (3-5 years)	_ Public art + cultural projects	_ Moderate
	_ Foreshore - remaining nodes	_ Moderate
	_ Liverpool and Porter Street upgrades	_ High
	_ Public art + cultural projects	

Lincoln Cove Marina



13. Public Realm Design Guidelines

Proposed Built Form Upgrades



Wayfinding

Objective

To establish a coordinated style for the signage which has relevance to the urban foreshore and retail area as well as the working wharf and coastal setting.

Strategies

It is proposed that timber, both oiled and untreated be used as the base material for the sign structures. Steel and its colours should also reflect the receiving environment while providing identity to different precincts of Port Lincoln.



Play Elements

Objective

To enlarge the range of play and active recreation opportunities along the foreshore.

Strategies

Create a central focal area for both active and nature play adjacent to a new water play space. Design will consider the interaction of the two spaces as well as their receiving environment to ensure safety for all users. A smaller zone for skateboarding and basketball is proposed opposite the Yacht Club.



Design Detail

Colour

Surface Finish

Performance Rating

Maintenance

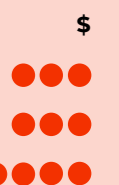
Design Application

- _ Bespoke design
- _ Reclaimed Wharf Timber/New hardwood + Black
- _ Oiled + Powdercoated
- _ Anti-graffiti
- _ Remove damaged parts + replace, general cleaning
- _ Colours and size of signs denote precincts

Initial

Maintenance

Life



\$



Design Detail

Colour

Surface Finish

Performance Rating

Maintenance

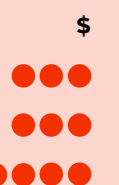
Design Application

- _ Bespoke design
- _ Reclaimed Wharf Timber/New hardwood + Black
- _ Oiled + Powdercoated
- _ Anti-graffiti
- _ Remove damaged parts + replace, general cleaning
- _ Colours and size of signs denote precincts

Initial

Maintenance

Life



\$



Design Detail

Colour

Surface Finish

Performance Rating

Maintenance

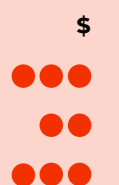
Design Application

- _ Bespoke + Proprietary Challenge + Nature Play design
- _ Timber/New hardwood + Steel
- _ Oiled + Powdercoated
- _ Anti-graffiti
- _ Remove damaged parts + replace, general cleaning
- _ Redeveloped Foreshore play at Town Jetty Node

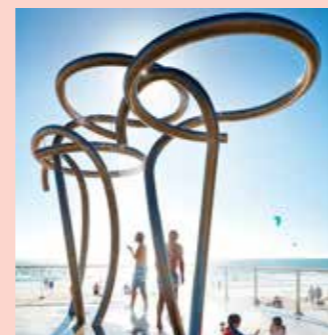
Initial

Maintenance

Life



\$



Design Detail

Colour

Surface Finish

Performance Rating

Maintenance

Design Application

- _ Bespoke Water Play design
- _ 316 Stainless Steel + Steel
- _ Brushed + Powdercoated
- _ Anti-graffiti
- _ Remove damaged parts + replace, general cleaning
- _ Redeveloped Foreshore play at Town Jetty Node

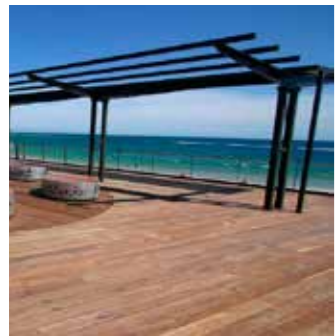
Initial

Maintenance

Life



\$



Shelters

Objective

Shelters within the foreshore precinct should not compete in complexity with the expansive coastal environment, maximise the provision of shade for seating comfort and be robust and cost effective for the whole of life costs.

Strategies

As with all open space furnishings, the colours and materials should respond to both the landscape setting, sometimes harsh environmental elements and urban CBD.

Place shelters strategically along the foreshore and Parnkalla Trail to maximise opportunities for rest and relaxation, especially at key areas - for views or activity.

Unique design suites for both the foreshore and CBD can be developed to differentiate the precincts and offer different levels of weather protection.



Design Detail

Colour

- _ Bespoke design: Steel + Timber
- _ Dulux Pearl Effect Metropolis Storm Pearl Satin #84684 + Hardwood Timber + Perspex

Surface Finish

- _ Powdercoated + Oiled

Performance Rating

- _ Anti-graffiti

Maintenance

- _ Remove damaged parts / general cleaning

Design Application

- _ CBD Streetscape

Initial



\$

Maintenance



Life



Design Detail

Colour

- _ Bespoke design: Steel + Aluminium Battens
- _ Dulux Pearl Effect Metropolis Storm Pearl Satin #84684

Surface Finish

- _ Powdercoated and Anodised

Performance Rating

- _ Anti-graffiti

Maintenance

- _ Remove damaged parts / general cleaning

Design Application

- _ Shelters to Parnkalla Trail and Foreshore Activity Nodes

Initial



\$

Maintenance



Life



Design Detail

Colour

- _ Bespoke design: Steel
- _ Dulux Pearl Effect Metropolis Storm Pearl Satin #84684

Surface Finish

- _ Powdercoated and Anodised

Performance Rating

- _ Anti-graffiti

Maintenance

- _ Remove damaged parts / general cleaning

Design Application

- _ Shelters to Parnkalla Trail and Foreshore Activity Nodes

Initial



\$

Maintenance



Life



Seating



Objective

To establish a consistent, contemporary and timeless suite of furniture both along the foreshore and within the CBD with obvious visual cues linking the two precincts.

Strategies

Inconsistent and outdated existing furniture with, in some cases, inappropriate material finish for comfortable seating currently exists within Port Lincoln.

The creation of a unique design suite comprising both proprietary items for ease of purchase, replacement and maintenance along with bespoke seating elements at key nodes which may offer different seating options from the traditional benches and tables.

Use of timber, steel and concrete materiality reinforces the coastal environment and Port Lincoln's heritage and commercial activity.



Design Detail	_ Street Furniture Australia Mall DDA Seat				\$
Colour	_ Dulux Pearl Effect Metropolis Storm Pearl Satin #84684 + Class 1 Hardwood Timber	Initial	● ● ●		
		Maintenance	● ●		
		Life	● ●		
Surface Finish	_ Powdercoated + Oiled				
Performance Rating	_ Anti-graffiti				
Maintenance	_ Remove damaged parts / general cleaning				
Design Application	_ Foreshore area + Town Jetty activity node + CBD seating				

Design Detail	_ Street Furniture Australia Mall DDA Table				\$
Colour	_ Dulux Pearl Effect Metropolis Storm Pearl Satin #84684 + Class 1 Hardwood Timber	Initial	● ● ●		
		Maintenance	● ● ● ●		
		Life	● ● ● ●		
Surface Finish	_ Powdercoated + Oiled				
Performance Rating	_ Anti-graffiti				
Maintenance	_ Remove damaged parts / general cleaning				
Design Application	_ Foreshore area				

Design Detail	_ Bespoke design				\$
Colour	_ Precast Concrete + Class 1 Hardwood Timber	Initial	● ● ●		
	_ Shotblast + Oiled	Maintenance	● ●		
		Life	● ●		
Surface Finish	_ Anti-graffiti				
Performance Rating	_ Remove damaged parts / general cleaning				
Maintenance	_ Feature seating nodes within Youth Activity node				
Design Application					

Design Detail	_ Bespoke design terracing + Precast Sea Wall offering seating				\$
Colour	_ Precast Concrete + Class 1 Hardwood Timber	Initial	● ● ●		
	_ Shotblast + Oiled	Maintenance	● ●		
		Life	● ●		
Surface Finish	_ Anti-graffiti				
Performance Rating	_ Sawcut/Remove damaged parts / general cleaning				
Maintenance	_ Feature seating nodes within + Foreshore area generally				
Design Application					



Smart Tech

Objective

To enable Port Lincoln to introduce useful smart technology into the public realm to benefit both Council operations and the general public.

Strategies

City of Port Lincoln to assess smart technology elements that will best assist the rationalisation of Council maintenance and operations. Options may include e-bins, CCTV cameras linked to SAPOL or smart lighting in certain precincts.

Power outlets, recharge points and internet connection points to be assessed for placement at strategic points where place activation is desired, especially at foreshore nodes and within the CBD.



Design Detail

Colour

_ Escola ebin - Street Furniture Australia

Surface Finish

_ Sable Brilliance Textured

Performance Rating

_ Powdercoated

Maintenance

_ Anti-graffiti

Design Application

_ Remove damaged parts / general cleaning

_ Foreshore and CBD

Initial



\$

Maintenance



Life



Design Detail

Colour

_ Power Me Tables - Street Furniture Australia

Surface Finish

_ Black

Performance Rating

_ Powdercoated

Maintenance

_ Anti-graffiti

Design Application

_ Remove damaged parts + replace, general cleaning

_ Town Jetty Activity Node/Youth Activity Node/CBD

Initial



Maintenance



Life





Paving

Objective

The design objective for hard surfacing is to develop a simple, robust and consistent foreshore and CBD environment that reads as a considered whole which contributes to Port Lincoln's identity and character.

Strategies

Port Lincoln's materials portray a broad mix of alternative treatments of various ages, some severely weathered.

This Master Plan suggests a palette of quality finishes that are hard wearing and improve the legibility of the public realm making it easier for pedestrians and vehicles to negotiate their separated areas. Activity nodes and CBD streetscapes are given prominence with unit paving and highlights of exposed aggregate concrete to bring the materiality of the Parnkalla Trail into the CBD.



Design Detail

Colour

Surface Finish

Performance Rating

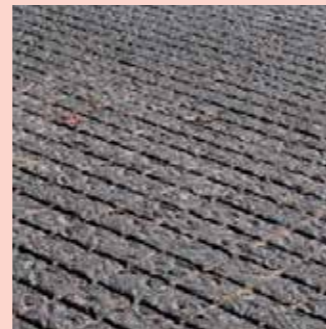
Maintenance

Design Application

- _ Coloured Concrete
- _ To match recently installed sections of Parnkalla Trail
- _ Shotblast finish, light reveal
- _ Non-slip
- _ Sawcut + replace damaged sections
- _ Parnkalla Trail/Town Jetty Node/Reconciliation Plaza/Youth Activity Node

Initial ●●●
Maintenance ●●
Life ●

\$



Design Detail

Colour

Surface Finish

Performance Rating

Maintenance

Design Application

- _ Urbanstone Cobbletop pavers
- _ Granite Cream
- _ Shotblast
- _ Non-slip
- _ Lift damaged pavers + replace/general cleaning
- _ Town Jetty/Youth Activity Nodes/CBD highlights

Initial ●●●●
Maintenance ●●
Life ●

\$



Design Detail

Colour

Surface Finish

Performance Rating

Maintenance

Design Application

- _ Urbanstone 300x150 pavers
- _ Western Cream
- _ Shotblast
- _ Non-slip
- _ Lift damaged pavers + replace/general cleaning
- _ Town Jetty/Youth Activity Nodes/CBD

Initial ●●●●
Maintenance ●●
Life ●

\$



Design Detail

Colour

Surface Finish

Performance Rating

Maintenance

Design Application

- _ Concrete kerb and Hotmix surfacing
- _ Plain grey
- _ Smooth Trowel finish/Compacted roller finish
- _ Non-slip for both vehicles/pedestrians
- _ Sawcut + replace damaged sections
- _ Road edge/paver control/drainage

Initial ●●
Maintenance ●
Life ●●

\$



Sundry Furniture

Objective

To establish an overall, coordinated style for Port Lincoln that displays nodal variation in final element use to increase identity of separate key areas.

Strategies

Colours and materials should respond to both the landscape setting, environmental elements and urban CBD. Along with the use of Smart Technology elements which may be incorporated into some of the furniture elements, the final selection of the furniture suite should take into account the whole-of-life costs with an aim in reducing on-going maintenance.



Design Detail

Colour

Surface Finish

Performance Rating

Maintenance

Design Application

- _ Cycle Rack - Spiral from Furphy Foundry
- _ 316 Stainless Steel
- _ Brushed
- _ Anti-graffiti
- _ Remove damaged units / general cleaning
- _ Foreshore area + CBD

Initial

\$



Maintenance



Life



Design Detail

Colour

Surface Finish

Performance Rating

Maintenance

Design Application

- _ Bollards - bespoke design
- _ TBC
- _ Powdercoated
- _ Anti-graffiti
- _ Remove damaged units + replace, general cleaning
- _ Foreshore area + CBD

Initial



Maintenance



Life



Design Detail

Colour

Surface Finish

Performance Rating

Maintenance

Design Application

- _ Rubbish Bin - Escola Battened from Street Furniture
- _ 304 Stainless Steel + Hardwood Timber
- _ Brushed + Oiled
- _ Anti-graffiti
- _ Remove damaged parts / general cleaning + oiling
- _ Foreshore area + CBD

Initial

\$



Maintenance



Life



Design Detail

Colour

Surface Finish

Performance Rating

Maintenance

Design Application

- _ Drinking Fountain - Arqua from Street Furniture
- _ Natural Stainless Steel
- _ Brushed
- _ Anti-graffiti
- _ Remove damaged parts + replace, general cleaning
- _ Foreshore area + CBD

Initial



Maintenance



Life





Lighting

Objective

To extend the use of the public realm by improving lighting to the foreshore and the key CBD streets and laneways.

Strategies

Further develop the existing tree lighting to encompass new elements as suggested within this Master Plan report.

Create a hierarchy of lighting from the existing street lights to public amenity at key nodes and along the foreshore, to feature lighting of laneways, down to uplighting of trees and heritage buildings and integrated lighting use within furniture.



Design Detail

Colour

Surface Finish

Performance Rating

Maintenance

Design Application

_ BBQ - Single Unit from Pro Park

_ 304 Stainless Steel

_ Brushed

_ Anti-graffiti

_ Remove damaged parts + replace, general cleaning

_ Foreshore nodes

Initial

\$

●●●

Maintenance

●●●●

Life

●●



Design Detail

Colour

Surface Finish

Performance Rating

Maintenance

Design Application

_ Cree LED Pedestrian Lights

_ Dulux Pearl Effect Metropolis Storm Pearl Satin #84684

_ Powdercoated

_ Anti-graffiti

_ Remove damaged parts + replace, general cleaning

_ All pedestrian lighting to Foreshore

Initial

\$

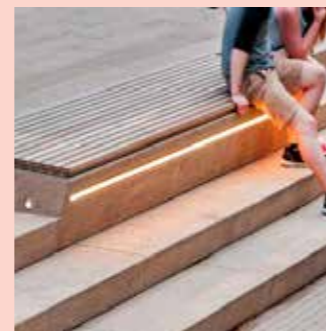
●●●●

Maintenance

●●●

Life

●●



Design Detail

Colour

Surface Finish

Performance Rating

Maintenance

Design Application

_ Aqualux LED Strip Lighting

_ Variety of outputs available

_ N/A

_ Anti-vandal

_ Remove damaged sections + replace if required

_ Feature lighting to foreshore elements

Initial

\$

●●●

Maintenance

●●

Life

●●



Design Detail

Colour

Surface Finish

Performance Rating

Maintenance

Design Application

_ WE-EF or ERCO LED Uplights

_ 304 or 316 Stainless Steel

_ Brushed

_ Cool Surface

_ Remove damaged parts + replace if required

_ Up lighting of significant features (signage, furniture or trees for instance)

Initial

\$

●●●

Maintenance

●●●●

Life

●●●●



Trees

Objective

For Port Lincoln to have healthy and attractive foreshore and street trees that create an identity for the city, provide amenity and create green street corridors and provide maximum shade for reduction of heat island effect.

Strategies

Build upon existing species with additional installation of those species with the addition of 'feature' or 'highlight' species.

The installation of these trees should develop new and improved standards to maximise establishment success and growing conditions. In streetscapes, the inclusion of Water Sensitive Urban Design opportunities for passive irrigation should be applied wherever possible.



Species	_ Phoenix canariensis				\$
Mature Height	_ 15-20m			Initial	● ● ●
Mature Spread	_ 10-20m			Maintenance	● ●
Water Requirements	_ Moderate			Life	●
Maintenance	_ Trim + remove dead/damaged fronds, drupe clean up				
Design Application	_ Liverpool Street as median option in major upgrade				



Species	_ Platanus species				\$
Mature Height	_ 10-20m			Initial	● ● ●
Mature Spread	_ 5-10m			Maintenance	● ●
Water Requirements	_ Low			Life	●
Maintenance	_ Trim + remove damaged limbs + general pruning for shape				
Design Application	_ Liverpool + Porter Streets + foreshore as main trees				



Species	_ Celtis australis				\$
Mature Height	_ 15-20m			Initial	● ● ●
Mature Spread	_ 10-15m			Maintenance	● ●
Water Requirements	_ Moderate			Life	●
Maintenance	_ Trim + remove damaged limbs, drupe clean up + general pruning				
Design Application	_ Foreshore nodes as highlight trees				



Species	_ Gleditsia tricanthos				\$
Mature Height	_ 10-20m			Initial	● ● ●
Mature Spread	_ 5-10m			Maintenance	● ●
Water Requirements	_ Low			Life	●
Maintenance	_ Trim + remove damaged limbs + general pruning				
Design Application	_ Liverpool + Porter Streets as highlight trees				



Amenity Planting

Objective

To establish a variety of plant palettes for the urban foreshore and the retail area being reflective of Port Lincoln's coastal setting.

Strategies

Colours, size, shape and texture should be used for dramatic effect in planting beds while ensuring maintenance requirements are minimised and fit within current Council requirements and regimes.

Coastal revegetation of the dunes along the foreshore to the eastern end of Tasman Terrace should select endemic species and could form the basis of a larger educational programme for residents and schools in Port Lincoln.

Plant selection can be subtly adjusted for garden areas the further away from the coastal environment that they get. Nonetheless, the overall aim is for the development of an identity expressed through the arrangement of appropriate planting species.

The adjacent species are simply a small selection and the final chosen plant range will be developed specifically in response to the placement and to provide visual interest and amenity.



Species	_ Carpobrotus rossii	Initial	\$ ●
Mature Height	_ 1-3m	Maintenance	●●
Mature Spread	_ 0.2-0.4m	Life	●●●
Water Requirements	_ Low		
Maintenance	_ Trim + remove damaged foliage + general pruning		
Design Application	_ Ground cover + Dune stabilisation		



Species	_ Leucophyta brownii	Initial	\$ ●
Mature Height	_ 0.4-1m	Maintenance	●●
Mature Spread	_ 0.5-1.5m	Life	●●●
Water Requirements	_ Medium		
Maintenance	_ Trim + remove damaged foliage + general pruning		
Design Application	_ Medium amenity planting		



Species	_ Senecio serpens	Initial	\$ ●
Mature Height	_ 0.1-0.3m	Maintenance	●●
Mature Spread	_ 0.6-1m	Life	●●●
Water Requirements	_ Low		
Maintenance	_ Trim + remove damaged foliage		
Design Application	_ Low amenity planting		



Species	_ Lomandra longifolia 'Nyalla'	Initial	\$ ●
Mature Height	_ 0.5-0.7m	Maintenance	●●
Mature Spread	_ 0.7-1m	Life	●●●
Water Requirements	_ Low		
Maintenance	_ Trim + remove damaged foliage near crown of plant		
Design Application	_ Medium amenity planting		

Tasman Terrace at Port Lincoln foreshore



15. Appendices

Early Engagement Summary

181125 P5518 Port Lincoln early engagement workshop outcomes



Port Lincoln Precincts Masterplan _ Early Engagement Workshops/Meetings – November 21-22 2018

1st December 2018

Key points highlighted

1. Marina Precinct – 11.00 am – 2.00pm Wednesday Nov 21

Attendees (36): Representatives of _
Yacht club, residents, Council (staff and members), SATC, Berth owners, fishing industry, Tacoma preservation, Chamber of Commerce, Society, SA Parliament, Cruises/charters, real estate agents, RDA, NRM/DEWNR, Lincoln Cove Developers; Jensen PLUS

Attendance list was taken at workshop

A. Information Sharing Briefings

1. Stephen Rufus, CEO PLCC

- 3 precincts need linking with strong route to marina
- MMAC working with DPTI on upgrades
- New Council is on board
- Here to listen, get feedback

2. MMCK

- Showed successful projects
- Major workshops on Dec 6-7

3. Matt Waller = Adventure bay Charters

- Usual PL visitor experience is CBD+ foreshore THEN the Marina; not much linkage between the two
- Walking tours around the "working wharf" ceased due to safety issues
- The SIMPLE PROPOSITION – visitor experience is in the central area; "where everyone is"; dont need new things, need better presentation of authentic experiences
- Visitors at Marina; unsafe and disruptive to prawn workers
- Need to signpost the activities and the routes if there are visitors
- Painting of sad fish highlights the previous historic focus on mining in the town (???)

4. Gavin Myers – Myers Seafood

- Presented data of who uses the wharf, how many boat movements, vessels, some use main Wharf, others use BHP Wharf but there is not enough room for them all; marina never designed for this, huge pressure on wharf

- Plus tour guides, charter boat operators
- The scale of pens and location further away (over 25 pens offshore now) will need larger boats to transport feed etc
- Must consider fishing industry and the economics of other sectors

Traffic management issues

INDUSTRY USER	MAIN PURPOSE	USE (BERTH POINTS)	NUMBER (VESSELS)	BOAT POSITIONS	FEED (TONS)	FUEL (LITRES)	WATER (LITRES)	WASTE (LITRES)	WATER (LITRES)
CLANSEAS	CRAB FISH	10	6	7000	1000	3500			FUEL
AFF	CRAB FISH	10	3	800	2500	800			NO PROBLEM
SITE	CRAB FISH	10	2	350	2000				
MINARREL	CRAB FISH	10	1						
SEKAL	CRAB FISH	10	1						
BLAISLOY	CRAB FISH	10	1						
TONYS TURF	CRAB FISH	10	1						
DINKO TURF	CRAB FISH	10	1						
AFF	CRAB FISH	10	1						
CRAB SHAPETTE	CRAB FISH	11	1	800		220			
EYRE PENNACORP	CRAB FISH	12	4	1500		700	7000		
STANCOCK	CRAB FISH	8	20	220		1800	4000		
SOUTHERN CRAB	CRAB FISH	6	20	300		1000			
AUSTIN WHARF	SALMON	12	1	40		300			
WARRIORS WHARF	SALMON	12	1	40		750			
PLCC BOATUSE		12	6	200		6000			

5. Claire Webber – Tuna Industry Assn

- Marina area too small; needs repairing
- Where is the balance between industry and tourism?
- Working with PIRSA to expand off-shore farms – 3-4 hours sailing away; more feed, larger infrastructure required
- The "hub" area is a bad workplace; nowhere to sit, need better public space and facilities

6. Steve Kemp – Steve Kemp Real Estate

- Fishing industry is essential to Port Lincoln;
- Marina use and scale of boats has changed since beginning; aquaculture has exploded
- Need re-fuelling facilities
- Demographic of marina has changed
- Entry area/welcome area needs refreshing; need better facilities
- High ratio of renter in '90's townhouses
- SAFETY AND PRESENTATION ARE KEY
- Confusion exists over leases for berths with government /DPTI

7. Jade Scott PLCC

- Town is still in the '80's with Olympics etc; visitor experience is the same
- Flooding is still a problem in the CBD/foreshore area
- Tourism potential is huge, what are we waiting for?
- Data says most self-drive to marina; but numbers are slipping
- Cruise ship market is major opportunity
- Need more trees, more quality open space, more activity areas
- Need to tap into the experience of the Marina
- Need examples of other open spaces and wharves

8. Other people

- John Newbury PL Yacht Club – need a pontoon next to the Boat ramp; and areas for people who wish to keep their boat on a trailer with the mast up.
- Fred Tucker, Fred's marine Cruise – link the different areas of the community, better signage, markers; people come for two things – the seafood and the industry
- Andrew Wright, Calypso Charters – need traffic management; car parking monitoring

B. Small groups – Issues and Opportunities – Key outcomes summary

- Signage, entry is shabby (spoon drain), open space not defined, need seating, footpaths, landscaping, toilets, wayfinding and interpretive signage; shelters for bus unloading; move smelly skip bin; Fisherman's memorial upgrade; dust bowl; integrate Parnkalla Trail; link to CBD is poor
- industry tourism balance; retail seafood outlets required at Marina; but consider residents
- industry relocation is difficult; storage sheds near to Jubilee Drive/ South Quay could be re-purposed; alternate wharves – BHP, Main Wharf – are unlikely in the short term at least
- Could relocate prawn berths to enable service wharf to expand
- Lack of parking, lack of legible traffic system, (possible one-way?) upgrade roads, more efficient use of space; consider alternate transport to marina eg bus shuttle?
- Re-fuelling and sullage facilities are required; lack of facilities for yacht users
- Management issues, governance needs review, DPTI involvement challenged (need cultural change); need a strong management model; Marina Maintenance Fund needs review; user pays needs to be considered (no charge currently, unlike Flinders Ports); consider tripartite ownership; should have freehold not leasehold berths
- Need a larger pontoon for all-purposes – Tacoma loading, tour boats, charters
- Cruise ship economy
- Vacant land and buildings need addressing esp. Lots 11, 12 and 14; private ownership is a challenge; unsightly, dust etc; land audit required
- Refuelling facilities required; relocation of clashing facilities
- Need bold decisions
- Leisure centre role needs definition for all
- Remove existing boat ramp, limited use
- No-one manages wharf activity, (needs a harbourmaster?)

C. Small Group Discussion #2 – Options/Solutions Identification

Bigger Ideas



- Wayfinding and signage, including telling the story of the industry and the Marina
- Public realm – at Marina entry, linking road to CBD, in the 'hub' around the service wharf (seating, defined paths/viewing areas)
- Traffic and parking and safety – defined areas, signed
- Underutilised land – consider potential development especially vacant blocks near the service wharf; also sheds on South Quay could be used more by industry for renewal of the precinct
- Governance – managing boat movements and wharf activity; also overall management and leadership, maybe remove DPTI from on water berths ownership/leasing
- Consider all users including yachties

Smaller ideas

- Wharf maintenance
- Provide fuel and sullage facilities
- Provide more leisure opportunities



2. Tuna Poler Statue Meeting – 5.30 pm Wednesday 21 November

Attendees: sculptor, representatives of Axel Stenross museum, Rotary, Tuna Association, Council staff and Jensen PLUS

Discussion on location, update on sculpture production, timing, lighting, irrigation
Outcomes:

- Location – in line with Makybe Diva, near eastern end of pines, south of the walking path, with plinth and surrounding paving. OR at head of jetty, subject to toilets being relocated
- Lighting and Irrigation integrated in to design and location
- Timing – February /March 2019 installation

3. NRM/RDA/LGPA/ Council members and staff Engagement – 9.30- 11.00 am Thursday 22 November

Attendees: Mayor, staff, MP<
Key issues and opportunities

General

Foreshore

- Activation, smart technology – FinMap?
- Potential development sites – government offices area, "new civic hub", Civic Centre; opp. for library to come in from Porter Street (catalyst); land near oval, west end of Liverpool St is council owned; university interest, tourist accom is required
- Early win is revitalise town jetty (generally 'Foreshore first' agreed)
- Improved public realm for foot traffic, bikes, accommodation, heritage; better playground for the young and youth; water park like Moonta Bay; relocate toilets
- More use of town jetty for charter pickups, possibly Tacoma
- Embrace tourism
- Engage the community
- Look to examples – Davenport, Townsville, Queenbeyan, Peterborough, Cairns, Busselton, Scarborough, Geelong, Esperance activation nodes
- Foreshore is biggest asset – north facing, open space, shops, jetty, parking, events, markets, statues, more use of Tasman Terrace, need a theme
- Shared-use path
- Defined and designed walking route/trail for cruise ship visitors – now 27k, doubling soon!
- This is a revitalisation project – getting locals onto Tasman Terrace
- Consider food trucks as catalysts

CBD

- Trucks through CBD; think of silo's moving in the future; railway closing sooner, 70 heavy vehicles /day
- Mortlock Terrace roundabout is a choke point
- Improved public realm for foot traffic, accommodation, heritage;
- Need trees and improvements on Liverpool St
- Strengthen Chamber of Commerce, consult with
- Build on nodes like Porter Street
- Aged care opps?

Marina

- Fix the main wharf
- Link to CBD is critical
- Boat ramp improvement

4. Depot Staff Workshop, PM 22nd November 2018

- Charter boats for town jetty
- More art fresco space
- Traffic counters 1800vpd Tasman Tce?
- Bulldoze the stage, dangerous...have a permanent structure there all the time
- Foreshore interface between path and beach important
- Seating around pine trees?
- Cruise ships...elderly people... need more seats...make a good first impression

- Trees lift some pavers e.g. post office
- Sand is graded on beach to deal with erosion
- Play area for older kids
- Consistent infrastructure and materials
- Seawall?
- Yacht club toilets are far from playground
- Lawn not flat enough
- Replace government buildings
- More events
- Need BBQs and shelters
- Water park
- Jetty for fishing
- Improve swimming enclosure + storm proofing
- VIC location + RV parking – review
- Liverpool street – needs plants and trees, high kerb an issue
- School drop offs in CBD
- Footpath upgrades Oxford Tce/Matilda?
- One way?
- Review roundabout designs...hard for trucks and traffic
- Link to marina...London street bridge, signage, art, median strip...also links to caravan park
- Marina...wharf pool
- Needs a viewing area
- Safety
- Remove old seats
- Need a better path
- Use pool (?) land for something else

Co-Design Workshop Summary

190110 P5518 Port Lincoln codesign workshop outcomes



Port Lincoln Precincts Masterplan _ Co-Design Workshop Record

10th January 2019

Key points highlighted

1. Introduction

The signature engagement activity for the Port Lincoln Precincts Masterplan was a two-day Co-Design workshop held at Port Lincoln on Thursday 6th and Friday 7th December 2018.

The Co-design process is a planning tool that brings together key stakeholders to collaborate and create visions and designs. Co-design infers designing *with*, not *for*, the community. Co-design infers actively engaging and listening to community ideas, and focussing on positive community change.

The Co-design workshop sought feedback on design ideas pre-selected by the team, as well as new ideas from community. The workshop had an emphasis on the foreshore and CBD precincts of the project, with further engagement on the Marina precinct, which had already been subject to a round of engagement in late November 2018. A copy of the workshop agenda will be included in the masterplan report appendices.



2. Open Studio outcomes

Description of activity

Two-day community drop-in and engagement activity, held at Nautilus Arts Centre foyer and footpath, and Foreshore markets.

Community and stakeholders were invited to peruse pre-selected design ideas and indicate support for ideas by affixing a coloured 'sticky dot'. Written comments were invited onto paper displayed alongside the posters. Team members were present throughout and discussed ideas and comments with community stakeholders.

More 'popular' ideas and comments have been identified below, arranged by each themed poster.

Marina Public Realm 'top 5'

1. Trees + landscaping
2. Upgrades to Parnkalla Trail
3. Improved public realm
4. Fisherman memorial sculpture
5. Trail identity and signage

Marina Land Use/Function/Management ideas 'top 5'

1. Seafood dining
2. Shuttle bus?
3. Wharf improvement
4. Tourism development
5. Urban renewal

Community comments supported by more than one respondent

- Uncared for - Unloved
- Make more of city - not just the foreshore
- Vacant lots - lots 11 & 12 should be community space viewing - carparking
- Interactive - interpretive signs for tourists walking around the Marina about the mixed fishermen
- wharf, prawn wharf, tuna wharf, aboriginal Mallee park & council, Lost fisherman's memorial - a trail from town to Marina with info
- Harbour Master
- Main wharf area very damaged - not designed for heavy duty usage - loading/unloading?
- Marina Maintenance fund - what happened to this
- Laundromat built into stadium with external access only & shower for visiting boating/sailing
- Recreational yachts pontoons need upgrading/replacing
- Need to be allowed to live on boats
- Nautical tourism potential - no-one knows what to do, where to moor
- Outdoor gyms - free
- Develop further access to beach foreshore space with various facilities - not everything can be in the smallish foreshore/front street zone
- More staff on maintenance - gardening, cleaning, contractors, part time
- Less plane trees - look after birds, more natives
- No more Plane trees
- Maintain reserve areas in Marina area
- Use native plants for landscaping & streetscaping
- Smart seating/tables
- Mail delivery to the Marina/letterboxes
- Community parks
- A home for the Tacoma
- The fisherman's memorial should be more visible
- Seating and picnic areas
- Beautify the whole tired Marina
- Pigeons poop everywhere/nest at Marina on boats



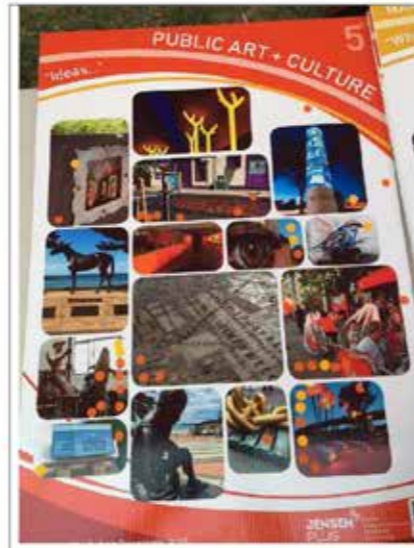


Port Lincoln CBD ideas 'top 5'

1. Greening
2. Improve Liverpool Street
3. Cyclist friendly
4. Streetscape
5. Streets for people

Community comments supported by more than one respondent

- grain trucks - not comfortable - move?
- Not cycle friendly/not mobility friendly
- Edible garden
- Dog park
- Use native shrubs and landscaping
- 3x3 basketball, youth
- Beach volleyball
- APP -History/Tours/Storytelling
- Rationalise and manage parking better
- Median strip on Porter Street and East end of Liverpool Street
- Mortlock Terrace-LeBrun Street roundabout - Traffic Lights
- More pedestrian crossings



Public art + culture ideas 'top 5'

1. Tuna poler statue
2. Colourful/lighting installation
3. Prospect Road 'gum nuts'
4. Durathem road art stencil treatment (Goodwood Road example)
5. Street art/murals

Community comments supported by more than one respondent

- Better signage to direct people to the Marina - big pictures - some people come to town and don't know it's there
- War memorial
- Silo
- Projection Art
- Artheyrea Precinct Node
- Statues need to be located in the proper context eg Makybe Diva at the racecourse
- Silo art
- Indigenous Cultural Centre
- RV carparking King street
- Lighting - mini grove on foreshore
- Aboriginal Statue in front street made by Ken Martin to look like one on 2 dollar coin - 6 foot high
- Acknowledge the cultural diversity in our community
- Acknowledge the indigenous culture and history and presence and contributions

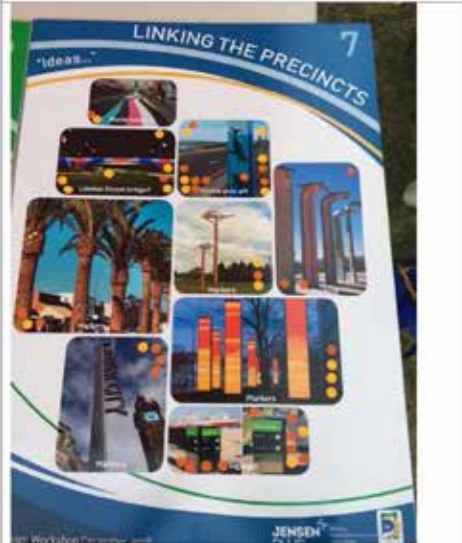


Foreshore ideas 'top 5'

1. Water play (several examples)
2. Shelter + seating (several examples)
3. Shared path
4. Events
5. Skating

Community comments supported by more than one respondent

- Space for market stalls
- Shade + picnic + Shelter + BBQs
- Bike racks - hire
- Mobility access to beach + change & wheelchair accessibility
- Water play
- Jetty - more use
- Move toilets
- love the trees
- Walk/cycle trail from Pt Lincoln Hotel to Axel Stenross Museum
- Strengthen town jetty so Tacoma and bigger vessels can berth bring atmosphere back to events
- Make it easier for stallholders to hold markets - reduce red tape
- Townsville - vendors, cycling, water park on foreshore
- Silo art - designed by local kids =ownership
- Moonlight cinema
- Dredge the boat launch ramp by yacht club so can launch without using a tractor - especially if needed for a marine rescue
- Need a fully accessible toilet facility on the foreshore - with a keylock code and adult change table
- Re-jig all the footpaths so gopher users don't have to drive on the road
- There is a new NDIS fund grant for councils to apply for funding for this
- Redevelop toilet into 2 Story building
- What's happened to Parnkalla Trail/under Limani(?) boardwalk
- Kids crossing on New West Road (near Oxford Terrace) or lights for school kids especially, so it can be safe - also elderly (Matthew Flinders Home & retirement village) if you live that side of town & use Heritage Trail (which is great) no safe place to cross if walking, cycling gopher etc
- Tasman Terrace One way
- Sailing craft town "Marina" - visiting and locals
- Areas & activities for youth - let's keep them engaged & encourage them to stay in town

<ul style="list-style-type: none"> City needs a dog park Flip swimming enclosure to the east side during the renovation of the jetty Playground for kids older than 4 + WC close Make A. Proud land public open space with seating, shelter interpretive signage Do not move foreshore playground 	
	<p>Linking the Precincts ideas 'top 3'</p> <ol style="list-style-type: none"> Stobie Pole Art Signage Markers (several examples) <p>Community comments supported by more than one respondent</p> <ul style="list-style-type: none"> A slow ugly drive Compliance of dogs Better choice of street palms Foreshore exercise machines Water park Boardwalk from Lincoln Hotel to Stenross along the foreshore Kayak/paddleboard hire at the foreshore every day during summer Murray Point - environmental values - protect include indigenous community and culture Wayfinding to caravan park needed Shared trails linking National Park to North Shields Parrkalla Trail - from front to Axel Stenross boardwalk - not up on side of road as is Is there a public Bus? - need formal bus route + timetables - tourists, elderly, schoolkids etc

Focus group meetings

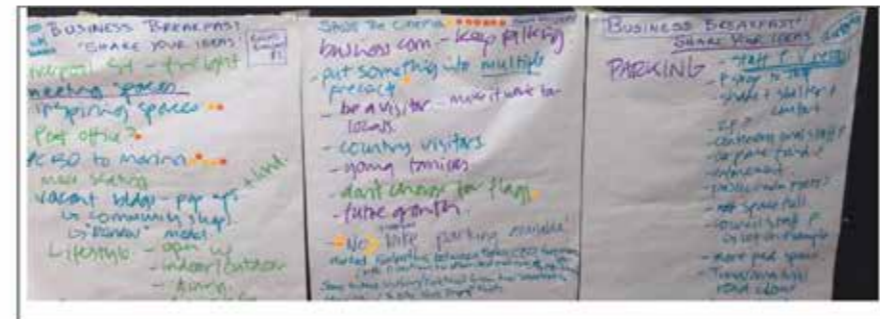
In addition to the Open Studio activity, a series of subject-matter or stakeholder-specific focus groups were held during the workshop.

Focus group outcomes are summarised in the following section. Note that some discussion and outcomes were recorded on general workshop sheets and so...

3.1 Presentation to council staff

Workshop with staff from council administration centre. Comments and ideas integrated with general community feedback (Open Studio outcomes).

3.2 CBD Business Breakfast



A well-attended session with numerous retail and business operators from around the CBD. Key outcomes/priority issues:

- Car parking -
 - customer V staff parking needs
 - need shade + shelter + comfort
 - could Centenary Oval be used for staff parking including council staff
- Liverpool Street freight route and impacts
- Need meeting spaces / people spaces / inspiring spaces
- Link CBD to marina
- Business community need to keep talking
- Invest into multiple precincts not one
- Make it work for locals and visitors will follow

Council to provide list of attendees

3.3 Arts + History session

Richard Brecknock of Brecknock Consulting facilitated a workshop with local arts and history stakeholders. A separate summary has been prepared and included as an appendix. Key outcomes include:

- People told us that the city and region have many interesting and important cultural and historic stories to tell including pre-settlement, settlement, migration and recent history. That currently there is little evidence of these stories in public.
- There is currently little evidence of the region's Aboriginal culture and heritage to be found anywhere along the foreshore or in the town centre.

- There are three Aboriginal groups to be considered and I was told they need to be consulted individually
- Local heritage groups said they would like to see more interpretive information available in the public realm, especially along the foreshore, adjacent to local heritage buildings and along the walking trails.
- There is strong support for more public art, including the idea of integrated art in capital works projects and civic infrastructure such as seats, bins, civic buildings etc.
- There was support for temporary artworks to activate the city and foreshore and help to keep local people engaged through a changing program of works.
- Silo Art was raised by a number of people... Projection and/or feature lighting on the Silos was also discussed at length

Council to provide list of attendees

3.4 Meeting with Rotary representatives

Local Rotarians are active in the community, with a particular interest in the Tuna Poler statue project, and also in long term planning for the city. Representatives tabled a number of ideas in a summary paper. Many relevant ideas to this project were discussed at the meeting and include:

Axel Stenross site

- Axel Stenross link via foreshore walkway
- Axel Stenross as a tourism hub with a relocated Visitor Information Centre and Conference Centre
- Additional RV Parking

Other

- New Civic Centre, library, cultural centre etc
- Better signage and visitor facilities
- Look 30-50 years ahead

3.5 Walking, cycling, parking session

Gayle Buckby from Infraplan facilitated a session on transport issues with a focus on CBD opportunities. A separate summary has been prepared.

Council to provide list of attendees

4. Post-workshop correspondence received, summary

- Facebook comments, pre and post (?) workshop
- Barb Davies (Tunarama) move the swimming enclosure to the other side of the jetty, more shaded areas on the lawns or even on the beach
- Simon Clark, President Port Lincoln Sharks Basketball Association foreshore is a half basketball court.
- Simon Clark, Executive Officer, Spencer Gulf & West Coast Prawn Fishermen's Association. The Spencer Gulf and West Coast prawn fisheries are one of the key users of the area.
- Tacoma newsletter including restated Tacoma Preservation Society's marina proposal:
 - 25m fuel pontoon
 - 90m unloading pontoon suitable for zoot and berthing of the Tacoma
 - Parrkalla Trail around the hotel
 - Sell land inside the Trail
 - Construct a boardwalk adjacent to Fishermen's Memorial
 - Fisherman's Memorial up grade
 - Utilise the land adjacent to the Fishermen's Memorial for a departure centre, tuna and marine park display
 - smelly bins shifted, new signs in the correct place

5. Workshop concept sketch of foreshore

Workshop concept sketch of foreshore as presented at the Friday night foreshore markets with some community feedback indicated.



6. Appendices

- Co-Design workshop agenda
- Brecknock summary
- Infraplan summary
- Transcript of workshop comments and Facebook comments
- Early engagement workshop summary 21-22 November 2018



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City of Port Lincoln: CBD, Foreshore and Marina MasterPlan

TRAFFIC, PARKING AND MOVEMENT

May 2019

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1. Introduction

Infracplan were engaged by Jensen Plus to assist in the development of the Port Lincoln CBD, Foreshore and Marina Masterplan. Our role included the analysis, engagement and development of recommendations with regard to people-movement throughout the precincts. This includes driving, parking, walking, cycling and accessibility for people of all ages and abilities.

Our recommendations align with Councils Vision to create *'A progressive, vibrant and safe coastal city that is an attractive place in which to live, work and grow'*, in which the following key principles emerged:

- Rebalance the streets from car-dominated to a more human-scale,
- Improve safety for vulnerable road users (pedestrians and cyclists),
- Improve accessibility for people of all ages and abilities,
- Improve the walking experience with visual interest, landscaping, shade, shelter and seating to encourage motorists to park and walk rather than drive, and
- Provide wayfinding (intuitive design and signage) to key destinations and points of interest.

Most of our recommendations are aligned with the 'Urban Acupuncture' model adopted by the project team. This aims to provide cost-effective quick wins that will make a difference city-wide. In addition to a raft of site-specific recommendations, we have identified future strategies for Council to consider in the longer term.

2. Context

The vision for Port Lincoln in 2026 is expressed in the Strategic Plan and expresses the community's shared vision for the future. It is:

A progressive, vibrant and safe coastal city that is an attractive place in which to live, work and grow.

With a population of 14,500, the way people move in and around Port Lincoln is a major factor in realising this vision. Port Lincoln is a beautiful and clean coastal city, but the low population density, regional location and convenience of driving results in public space that is dominated by traffic and parked cars. This is exacerbated by lack of alternative transport choices (public transport, safe cycling network), and the constant presence of heavy vehicles through the city centre.

Street design throughout Australia has in the past been focussed on moving motorised transport to the detriment of street vibrancy and liveability. Finding a balance is the key, where driving, walking and cycling are all transport activities that are safe, interconnected and well-balanced. Streets can then become vibrant and social spaces, walking and cycling is a respected and legitimate form of transport and the health and well-being of the community is improved.

There is a residential population close to the city centre who could use alternatives to the car for some trips, given the regional location, people visit from far afield, and walking and cycling Port Lincoln is not an option for everyone. However, every motorist is a pedestrian once they park their car, and there is a surge of pedestrians when cruise ships arrive. Therefore, improving the public space (largely streets) to be greener, safer and human scale will raise the 'destination' status of Port Lincoln and create a ***progressive, vibrant and safe coastal city that is an attractive place in which to live, work and grow.***

3. Key Findings and considerations

Site investigations and the engagement with community and stakeholders identified the following key issues and opportunities.

3.1 The road network

The roads are generally wide with angle parking which results in a vehicle dominated environment. The Foreshore (Tasman Terrace) is a coastal cafe strip but has high traffic volumes and angle parking on both sides. The vehicles (both moving and parked) detract from the ocean vistas and relaxed seaside feel, however the reduced speed limit (40km/h) and raised Zebra Crossings on Tasman Terrace results in a calmer and safer environment.

Heavy vehicles that transport grain from the Peninsula to Viterra Silos run through the CBD along roads maintained by DPTI (Liverpool Street, Porter Street (and the extension to the silos via London Street and King Street), Mortlock Terrace, New West Road and Lincoln Highway). Liverpool Street has mixed retail, commercial and therefore high pedestrian activity. The high volumes of traffic and particularly heavy vehicles (noise, pollution and safety issues) significantly detract from a 'High Street' vibe and significantly reduce pedestrian and cyclist safety. Porter Street is very wide and also carries high volumes of heavy vehicles. It is difficult for eastbound traffic out of Liverpool Street to turn right into Porter Street due to the long crossing distance and lack of sight distance. This, together with limited rail crossing locations results in most traffic using London Street.

The frequency and volume of heavy vehicles adversely impacts the liveability, vibrancy and safety for the community and visitors of Port Lincoln. With the future closing of the rail line which currently transports grain from the north will result in even greater numbers of trucks through the city. It is critical that Council and the State Government work together to find solutions to this problem.



Photo 1: Liverpool Street, high volumes of heavy vehicles and difficult to cross



Photo 2: Porter Street: Wide, unfriendly road

The land-use and road network, including DPTI roads, available traffic volumes and traffic control devices is illustrated on Figure 1. Our analysis of the road widths and the traffic volumes identified that opportunities exist where road widths can be reduced without impacting on traffic flow. This space can be re-assigned to urban realm improvements such as; landscaping, seating, safer road crossing facilities, bicycle lanes and wider footpaths, and transform the vibrancy and safety.



Figure 1: The landuse and road network

3.2 Car Parking

There is a significant number of car parking spaces within CBD, as illustrated on Figure 2, which shows on-street and off-street parking locations within a 5-minute walking catchment. (A random catchment centroid has been located at the Liverpool St / Bligh St intersection, as an example).

Despite this, the community noted that there was an under-supply of parking, and that visitors to shops and services found it difficult to park in front of their destination.

It was identified that a significant percentage of car parks in the heart of the CBD are taken up all day by Council staff and other CBD employees. This long-term parking restricts high turnover, and accessibility for visitors.

Car parking availability can be achieved without the need to build more car parks, by:

- Ensuring car parks in high-activity areas are short-term and high turnover,
- Long-term staff parking is located within walking distance of the centre, but restricted within the centre, and
- People are prepared to walk (upto) a few minutes from their car park to their destination.

It was also identified that there is a lack of space for visitors with large, recreational vehicles to park.

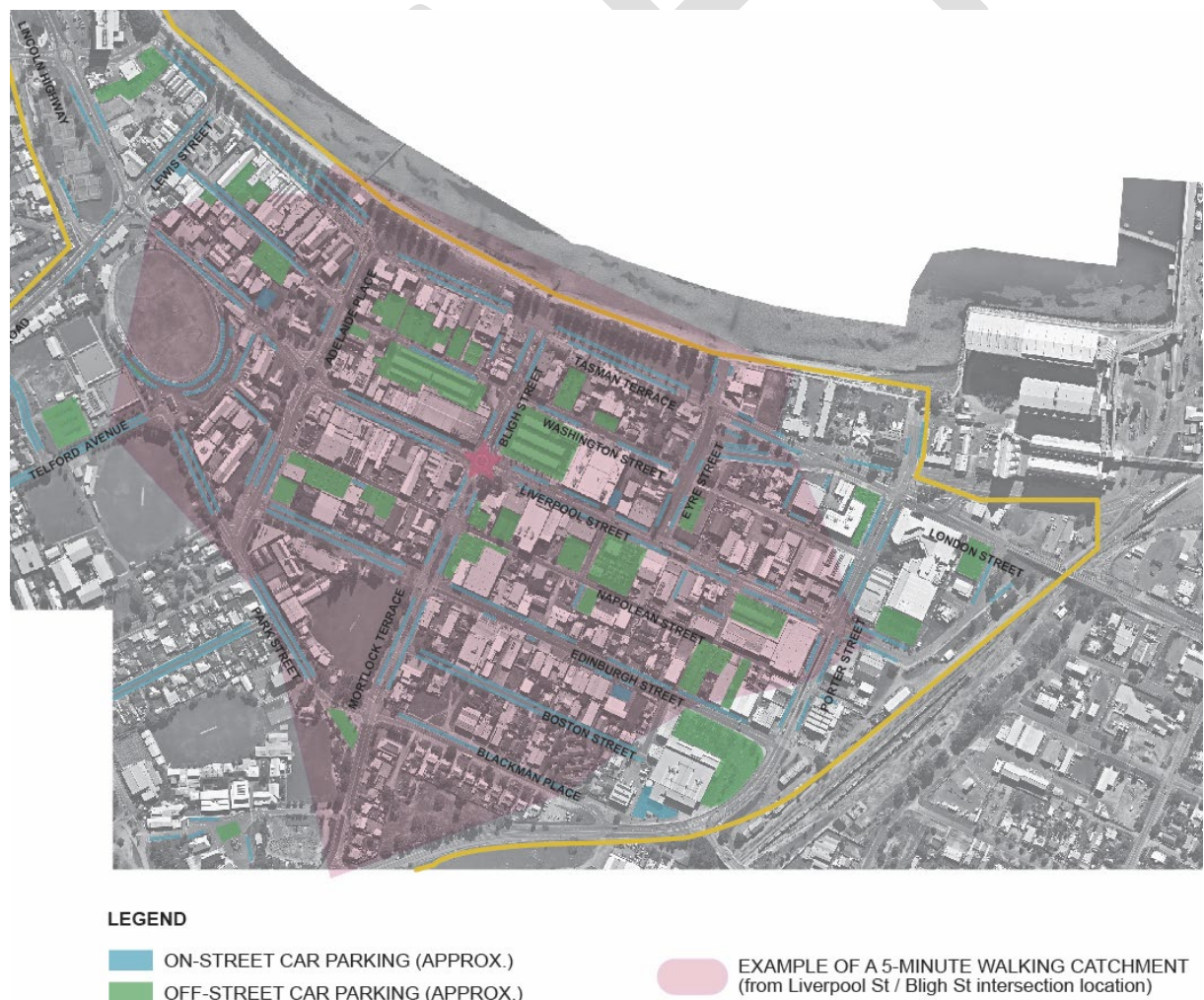


Figure 2: A typical 5-minute walking catchment

3.3 Walking

Walking is an enjoyable recreational activity in Port Lincoln. The Parnkalla Trail is particularly well-used by local residents as well as visitors (refer Figure 3).

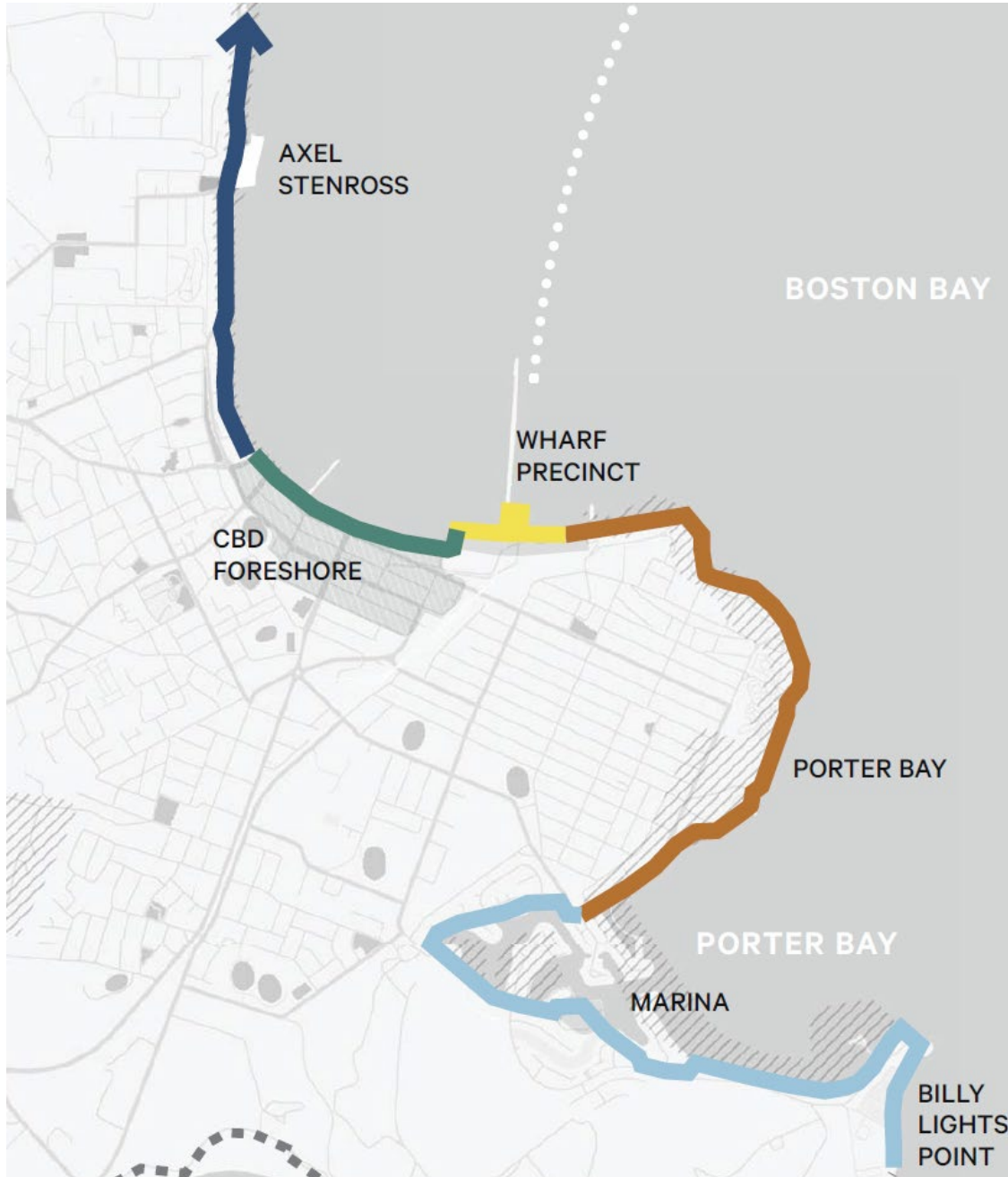


Figure 3: From, Parnkalla Trail ID & Sign Strategy, 2018

However, walking for transport (which contributes to a vibrant City) is not actively embraced by the community of Port Lincoln. The CBD is compact and theoretically walkable as illustrated in Figure 4 which shows a 5-minute walking catchment, formal road crossings and pedestrian crash locations from the last 5 years. Pedestrian crashes have occurred in Liverpool Street which indicates numerous desire lines to cross without appropriate infrastructure.



5-YEAR CRASH HISTORY (2013-18)

- ★ PEDESTRIAN CRASH

LEGEND (EXISTING)

- 🚶 SIGNALISED PEDESTRIAN CROSSING
- 🦘 WOMBAT CROSSING
- ROUNDABOUT

WALKING CATCHMENT

- 5-MINUTE WALK FROM CENTROID (at 1.5m/sec)
- ★ CENTROID POINT (from Liverpool St / Bligh St intersection)
- 5-MINUTE WALKING CATCHMENT

Figure 4: Walking catchment (5 mins) showing theoretically accessible city

There are many reasons that contribute to a lack of walking culture that is common in regional cities and townships. They include, Behavioral Factors such as the ‘habit’ of driving, Environmental Factors such as noise and heat; Experience Factors such as visual interest and wayfinding; and Infrastructure Factors such as safe crossings and comfortable footpaths. These, and other factors that influence walking are illustrated in Figure 5.



Figure 5: Factors that impact walking and cycling

Many of these factors exist in the Port Lincoln walking environment. Key barriers that were identified are listed below:

- The main roads carry high volumes of traffic (and heavy vehicles) that create noise, pollution and unsafe road crossings. Liverpool Street is particularly intimidating with high speed vehicles, heavy vehicles and safety concerns at the roundabouts,
- Footpaths are narrow or poor quality in places and do not create a Continuous Accessible Path of Travel throughout the CBD. This makes it particularly difficult for people who are elderly or mobility impaired,
- Kerb ramps are inconsistent. Some are difficult to negotiate in a wheelchair (either steep or narrow) and others do not line up creating difficulty for people with impaired vision, refer Photo 5,
- East-west streets have fine-grain permeability at approximately 90m spacings, but the north-south streets are major roads at approximately 250m spacings. This results in a poor walking environment

on busy roads and longer walking distances. A north-south laneway link (Flinders Archway) has been blocked off, refer Photo 3,

- There is a lack of shade and/or shelter,
- The Schools precinct is surrounded by busy roads and lack of sufficient crossings, and
- Parnkalla Trail has been blocked off at the Marina by outdoor dining, refer Photo 6.

There is limited accessibility for people with disabilities, and particularly for people who use a wheeled mobility device. These deficiencies include:

- There is no public toilet accessible for people with a disability,
- People in a wheelchair cannot access the beach,
- Picnic tables on the foreshore do not have accessible paths, but just lawn, and
- The playground does not include an accessible component



Photo 3: Flinders Archway – north-south lane access blocked off *Photo 4: Laneway barrier over stormwater pit*



Photo 5: Kerb ramps difficult for wheeled mobility device and do not line up *Photo 6: Parnkalla Trail blocked off*

3.4 Cycling

Community feedback and site observations identified clearly that the busy road network with high volumes of heavy vehicles is not cyclist-friendly. Cyclists do not have their own dedicated space on the road network and are squeezed between parked cars and moving traffic. Although cyclists can legally ride on footpaths, the footpaths are often not wide enough for sharing with pedestrians, or in a condition suitable for a comfortable ride. The Parnkalla trail presents a great recreational cycling opportunity and is used by some people who ride but is too narrow in some sections, has sections that are unsealed and/or with sensitive vegetation and/or birdlife. Council commissioned a Trail Identity and Signage Strategy in 2018 which illustrated the route as shown in Figure 3.

Strava data is a mobile App used by cyclists world-wide to map their routes. The maps are illustrated in Figure 6 and Figure 7 which show the common roads used by cyclists:

- High cyclist use: Tasman Terrace, London Street, Flinders Highway, Lincoln Highway, New West Road, Mortlock Terrace and Porter Street,
- Medium cyclist use: Liverpool Street, Park Terrace, Oxford Terrace, Eyre Street, Coorong St, Napoleon Street, Parnkalla Trail, and
- Low cyclist use: Blackman Place, Tennyson Terrace, Adelaide Place, Tennyson Avenue, King Street, Washington Street, Edinburgh Street, Ruskin Road.

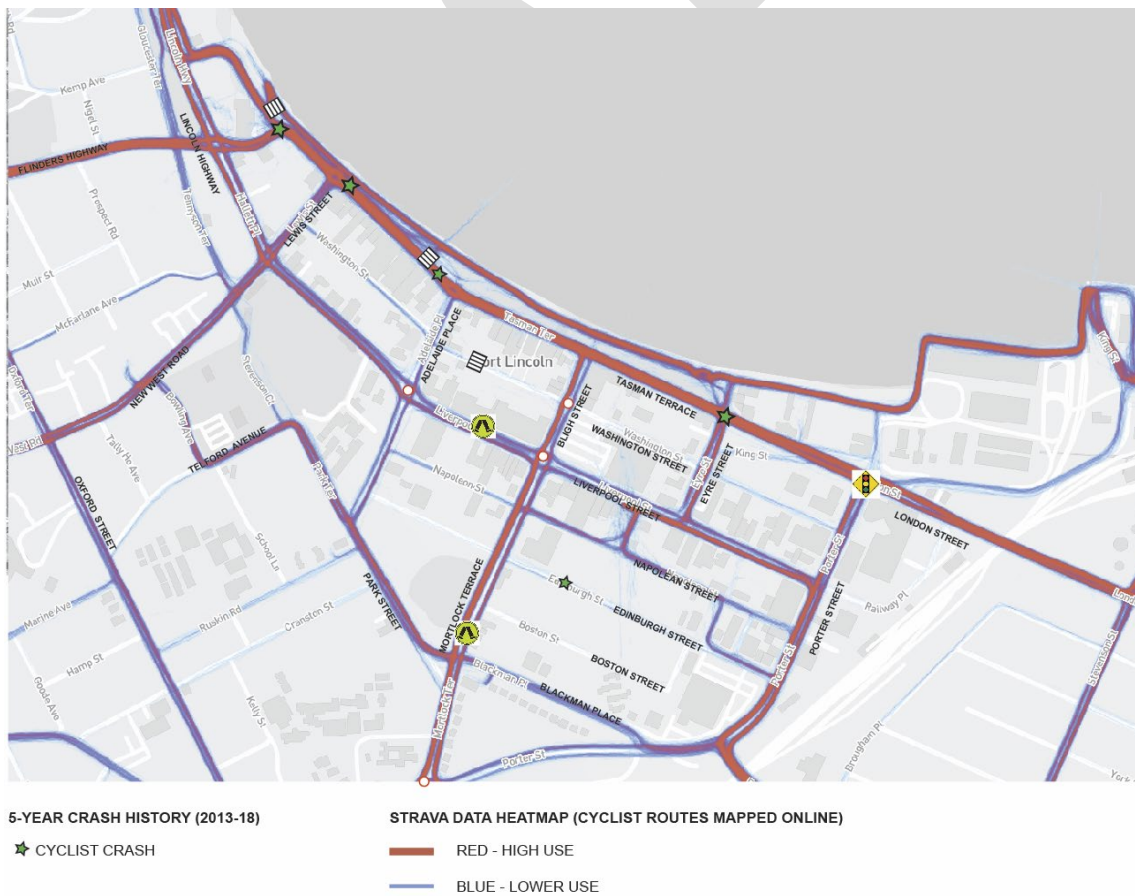


Figure 6: CBD Strava Data Cycling Routes

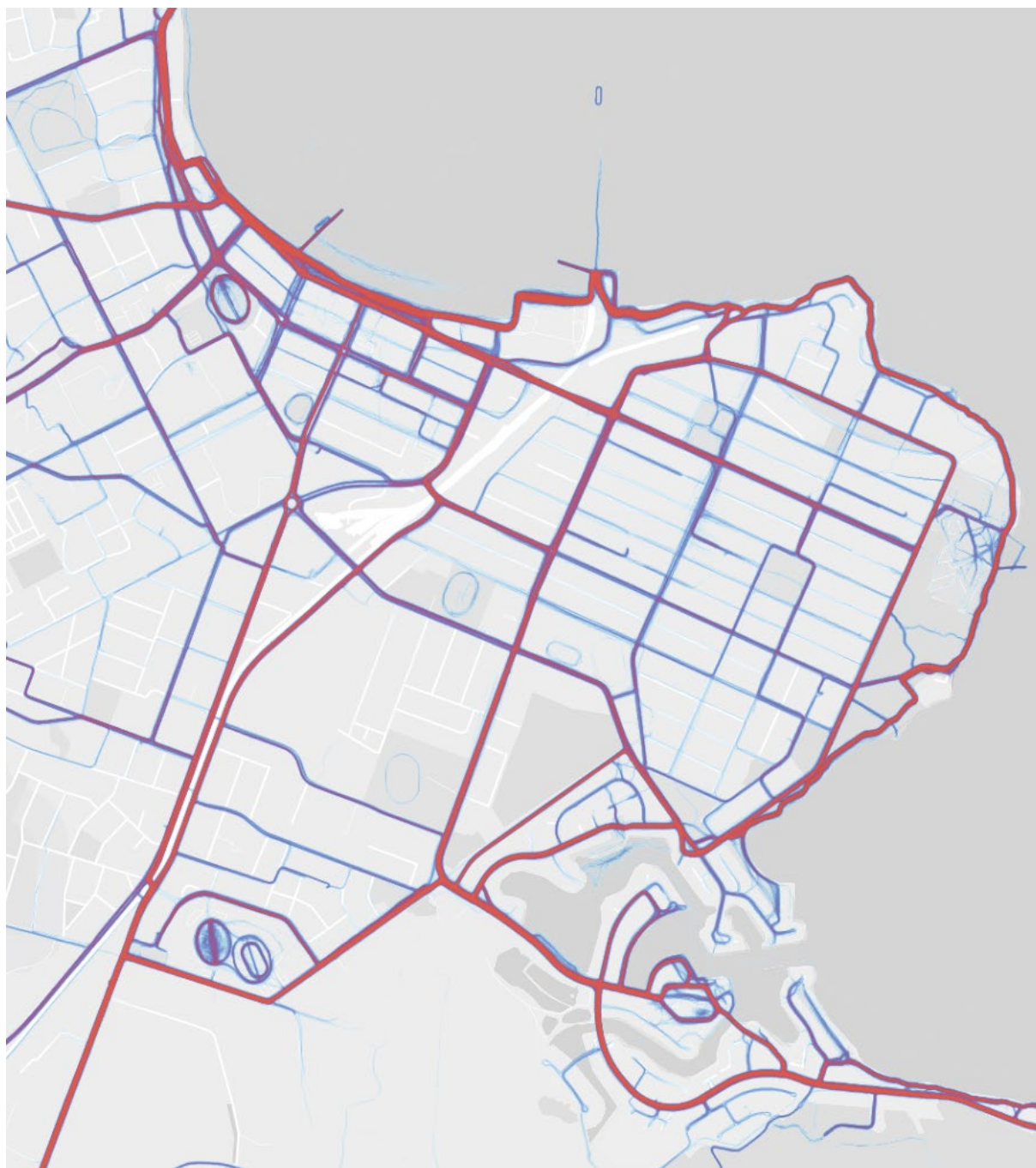


Figure 7: CBD to Marina: Strava Data

Deficiencies in the cycling network include:

- There are bicycle lanes and shared paths marked on some Council streets but they are not well connected, often terminating at squeeze points and junctions,
- Existing bicycle lanes predominantly run parallel to the coast but there are no north-south marked bike routes,
- There are no bicycle lanes on DPTI roads within the study area,
- There is a lack of bicycle parking rails, and bikes were locked to signposts and rails,
- Cyclist crashes occurred in Tasman Terrace and Edinburgh Street, and
- Wayfinding is difficult, particularly to the Marina.



Photo 7: An upgraded section of Parnkalla Trail (Shared path)

Photo 8: Lack of formal bike parking

3.5 The Marina

The Marina offers an exceptional opportunity for tourism and higher pedestrian activity. The challenges at present include:

- Dedicated and continuous walkways are not provided, and pedestrians must find their way between for moving vehicles and angle parking areas (refer Photo 9),
- Car parking is both on-street and off-street throughout the precinct. Car parking provision is sufficient, but vacant land is used informally for car parking in an ad-hoc way detracting from the areas potential,
- Operations at the marina occurs informally (such as loading and unloading) and the wharf was not designed for heavy vehicles throughout. This has led to structural damage,
- Parnkalla Trail terminates at the Marina Hotel outdoor dining area, and
- There is a lack of wayfinding from the CBD to the Marina and also within the Marina.



Photo 9: Marina: Roadspace and parking but lack of walkways

4. Recommendations

Our recommendations for traffic and movement include:

- Safety and amenity improvements for pedestrians in isolated locations (urban acupuncture) as illustrated in this masterplan, and
- Future strategies for Council to consider in the longer term.

The key principles of the recommendations are to:

- Rebalance the streets from car-dominated to a more human-scale ,
- Improve safety for vulnerable road users (pedestrians and cyclists),
- Improve accessibility for people of all ages and abilities,
- Improve the walking experience with visual interest, shade, shelter, seating to encourage motorists to park and walk rather than drive, and
- Provide wayfinding signage to key destinations and points of interest.

4.1 The Road Network

The wide roads and large areas of bitumen and car parking provide opportunities to reallocate road space to be greener, safer and more human-scale. Landscaping can affect driver behaviour by enclosing the road and condensing the drivers view. Driver's perception of the appropriate driving speed is influenced by the relationship between the width of the street and the height of vertical elements. It can be shown that speeds are lower where the height of vertical features is greater than the width of the street. This narrowing effect can be created by the introduction of landscaping (refer to Figure 9).

To achieve a slower visual environment, the visual width should be less or equal to, the height, as illustrated in the diagrams below.

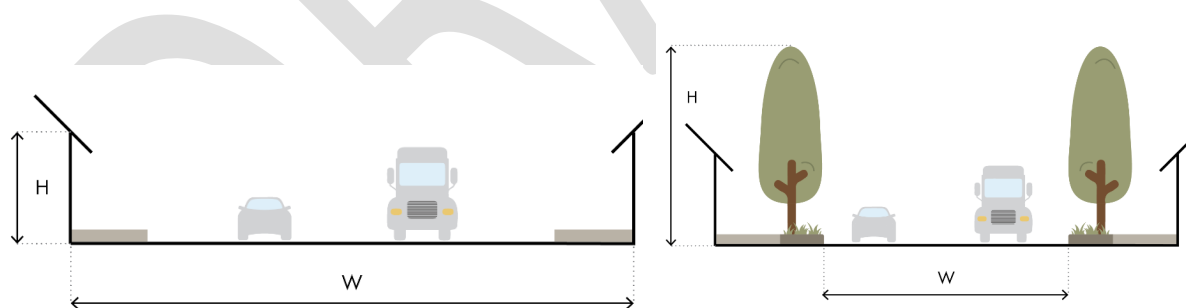


Figure 8: Typical wide road

Figure 9: Road narrowing visual with landscape

This concept can be used along the length of a road, such as recommended for Liverpool Street and Porter Street, or at isolated pods at frequent intervals, particularly at pedestrian desire lines. These pods require the reallocation of car parking spaces into kerbed build-outs with landscaping and kerb ramps to reduce the visual width of the street and provide safe pedestrian crossings, as illustrated in Figure 10.

Reallocate 1 or 2 parking bays on each side of road to landscaped pedestrian crossing.

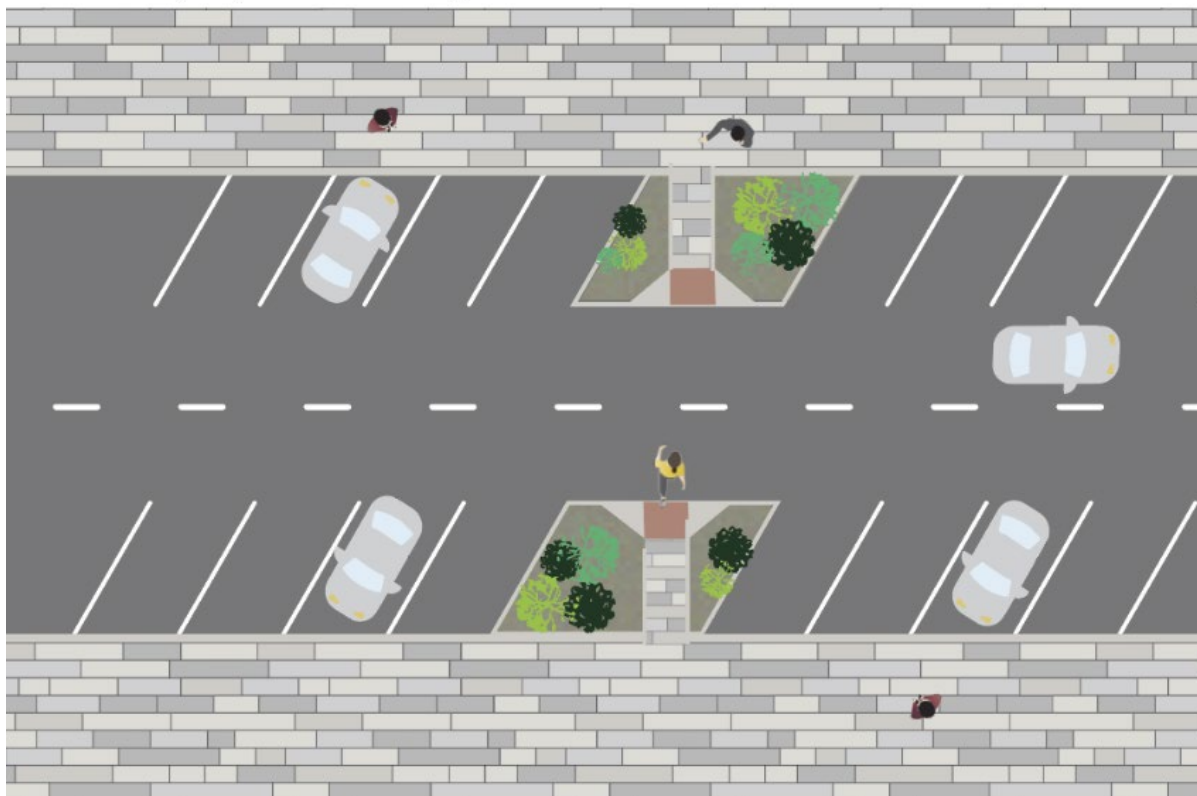


Figure 10: Typical Traffic Calming Pod

Liverpool Street

- Reduce road widths to reallocate space for landscaping and/or wider footpaths. The existing cross section of Liverpool Street is shown in Figure 8. Given the traffic volumes and site observations, it is possible to reallocate space as illustrated in Figure 9. The design rationale for this is described in Appendix A, and
- Reduce speed limit in Liverpool Street to 40km/h between the two roundabouts.

Liverpool Street: Existing Typical Cross Section
between Adelaide Place & Mortlock Terrace

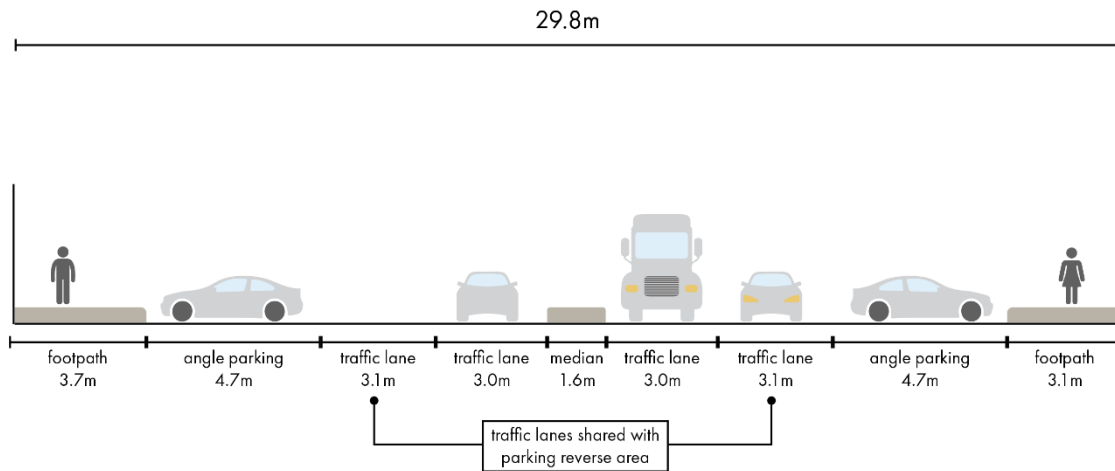


Figure 11: Liverpool Street - Existing cross section

Liverpool Street: Future Potential Cross Section
between Adelaide Place & Mortlock Terrace

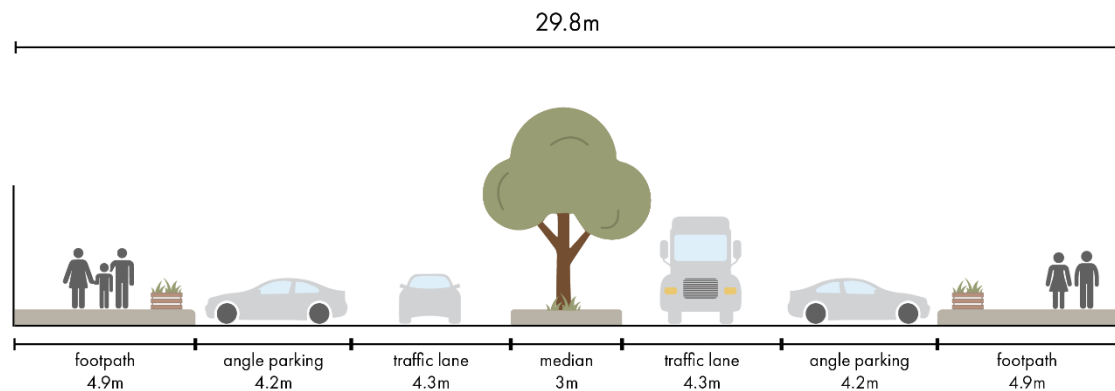


Figure 12: Liverpool Street: Possible future x-section

Porter Street

- Reallocate road space in Porter Street to install a 3-metre wide central median that provides landscaping and also right-turn storage bays at Liverpool Street, Washington Street and Edinburgh Street.
- Install traffic calming pods at pedestrian desire lines, refer Figure 10.

City-wide: Traffic Calming Pods and north-south links

The urban acupuncture model can be adopted by installing traffic calming crossing pods at frequent locations along wide roads. Approximate locations for these are illustrated on Figure 13. Given the pods provide pedestrian crossing locations, they have been lined up with locations where additional north-south pedestrian links can be provided between buildings to increase pedestrian permeability.



Figure 13: Possible locations for Traffic Calming Pods north-south links

The Foreshore and Tasman Terrace

- While recognizing that car parking is required along the foreshore, our recommendations are to remove small pockets of car parking at key nodes to raise the coastal strip, beach vibe. Refer to the Masterplan for concept designs, as discussed below.
 - A Foreshore Plaza at the jetty will replace the eastern section of the off-street car park and one-way exit from the car with people-staying activities, and a wider view of the ocean from the café strip. The one-way exit will be moved to the west side of the Plaza which will improve pedestrian safety by removing one lane of traffic at the road crossing. In total, there will be approximately 30 parking spaces removed.
 - The proposed upgrade at the Yacht Club will require the existing car park to be reconfigured with a net loss of approximately 4 spaces. This will require liaison with the Yacht Club users prior to detail design to ensure that all vehicle and trailer types will be able to manoeuvre in and out of the modified area sufficiently.

- There is an informal ramp and car parking area to the foreshore, in front of the Port Lincoln Hotel. It is recommended that this be upgraded and formalized, and signage provided at Tasman Terrace to inform motorists of its purpose.
- There were some discussions in the community regarding the possibility of changing Tasman Terrace to a one-way street. This has not been included in our recommendations because there are wider impacts that should be considered in more detail which include:
 - Identify the desired outcomes of a one-way street,
 - Assess the wider street network to determine the resulting impacts and additional diverted traffic (traffic data collection will be required to undertake this), and
 - Identify the direction of flow that would result in most benefits and minimal adverse impacts.

If Council chooses to proceed with the one-way street option after these impacts are analysed, it may be appropriate to undertake a one-way trial so the outcomes can be experienced in a practical sense. To maximise the potential benefits, the trial should be undertaken in peak-season, or during an event where pedestrian activity is high and additional outdoor dining could be incorporated, such as food trucks, etc.

Pedestrian Safety Improvements

The following locations were identified for site specific safety improvements as they are complex traffic layouts at locations of high pedestrian activity near Schools and Ovals.

- The junction of New West Road and Tennyson Street has a high-speed left turn slip lane at a shared path crossing; and
- The Mortlock Terrace and Park Terrace intersection has a left turn lane located very close to a pedestrian crossing used by school students. It was identified during the engagement process that this presents pedestrian/vehicle conflicts.

Concepts for consideration are illustrated in Figure 14 and Figure 15.



Figure 14: Safety improvements at New West Road

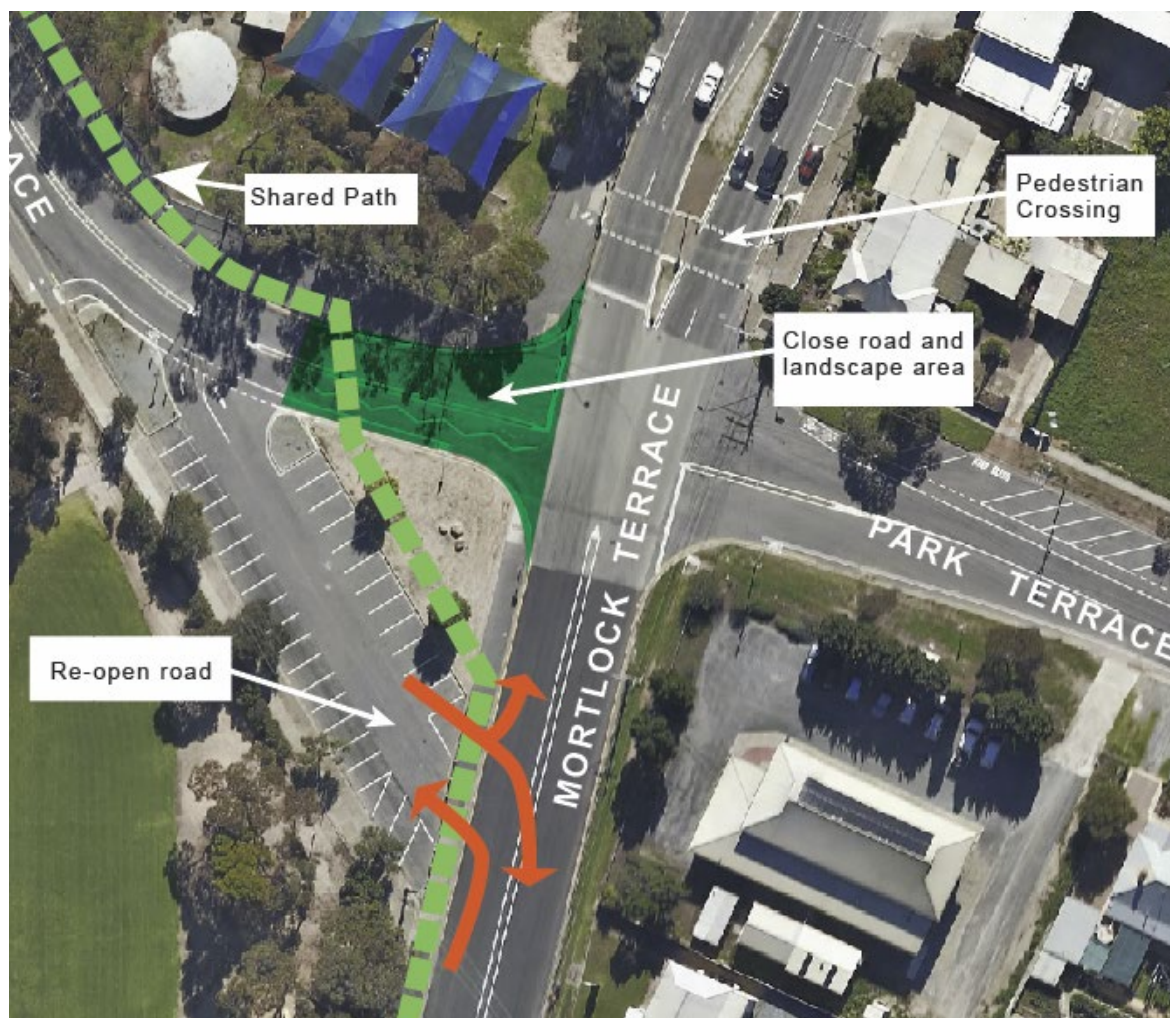


Figure 15: Safety improvements for Pedestrian crossing at Mortlock Terrace

4.2 Car Parking

- Educate staff who park all day in the CBD to park outside of the highest activity area to free-up spaces for customers, clients and visitors. Identify location for staff to park – consider proposed extension to the Church site, refer Figure 16 (plan provided by Council),
- Change parking duration times in Tasman Terrace from 2hr to 1hr for higher turnover and to free-up parking and install wayfinding signs to long-term parking locations
- Change long-term parking in Washington Street and Napoleon Street to short-term
- Provide an area specifically for caravan and camper parking with directional signage to it from the edge of the CBD so it can be located easily. An area identified for this is at the exist triangle of Tasman Terrace, King Street and Eyre Terrace,
- Encourage behavior change for walking and cycling to become an enjoyable alternative to the personal car for short trips, and
- Provide signage at the township entry points that guides people to parking locations to minimize unnecessary traffic circulation.



Photo 10: Possible location for conversion to Recreational Vehicle Parking

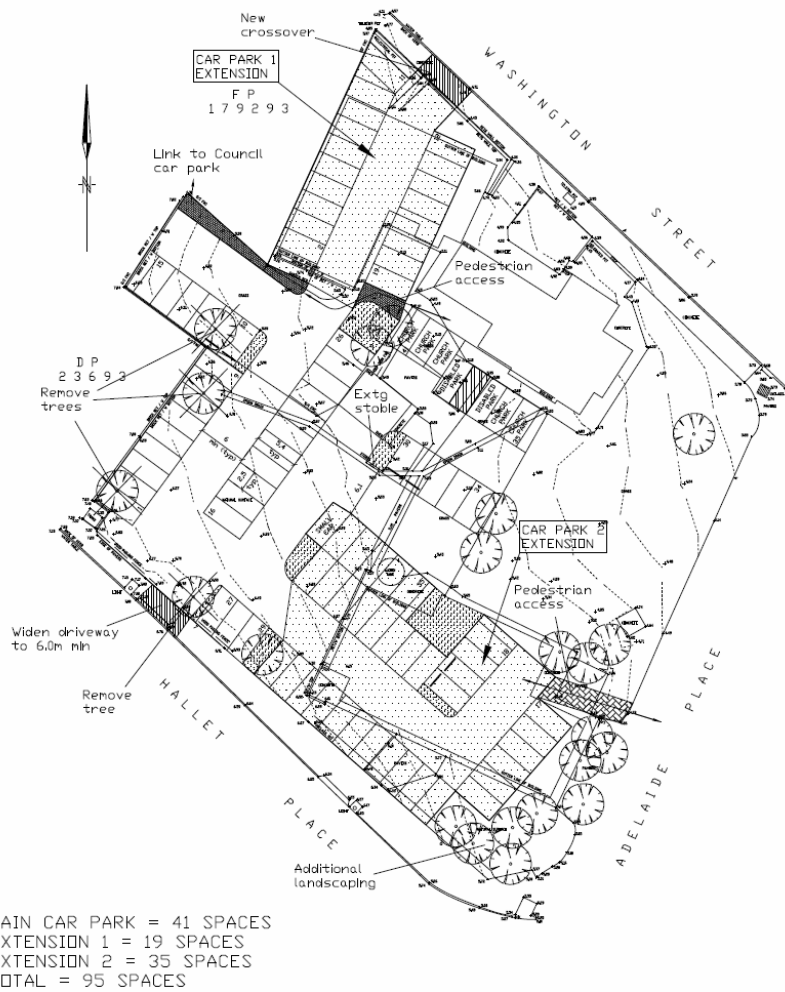


Figure 16: Proposed car park extension, by Frank Sioux

4.3 Walking and cycling

- Install Traffic calming pods (refer Figure 10) at pedestrian crossing desire-lines to reduce crossing distance and improve safety. Locations where these could be located (approximately) are illustrated in Figure 13,
- This will also result in intuitive wayfinding to key points of interest,
- Increase north-south pedestrian permeability through laneways and arcades,
- Improve pedestrian crossing near schools at the junction of New West Road and Tennyson Road (refer Figure 14),
- Upgrade Parnkalla Trail within the extents of the Port Lincoln township to a high quality recreational shared path, and
- Connect Tennyson Terrace to Park Terrace via path upgrade of Stevenson Street behind Centenary Oval, refer Figure 14.

It is recommended that Council consider developing a cycling strategy that identifies works required to provide a safe, dedicated cycleway that links the CBD to the Marina. The route suggestions are illustrated on Figure 17 and the Marina detail on Figure 18.

- Install dedicated cycling facilities that connect the Parnkalla Trail, the CBD and the Marina to create a safe on-street cycling network with useful origins and destinations, and
- Install bicycle rails in Tasman Terrace, Liverpool Street, parks, and other points of interest, refer Figure 17 for suggested locations.

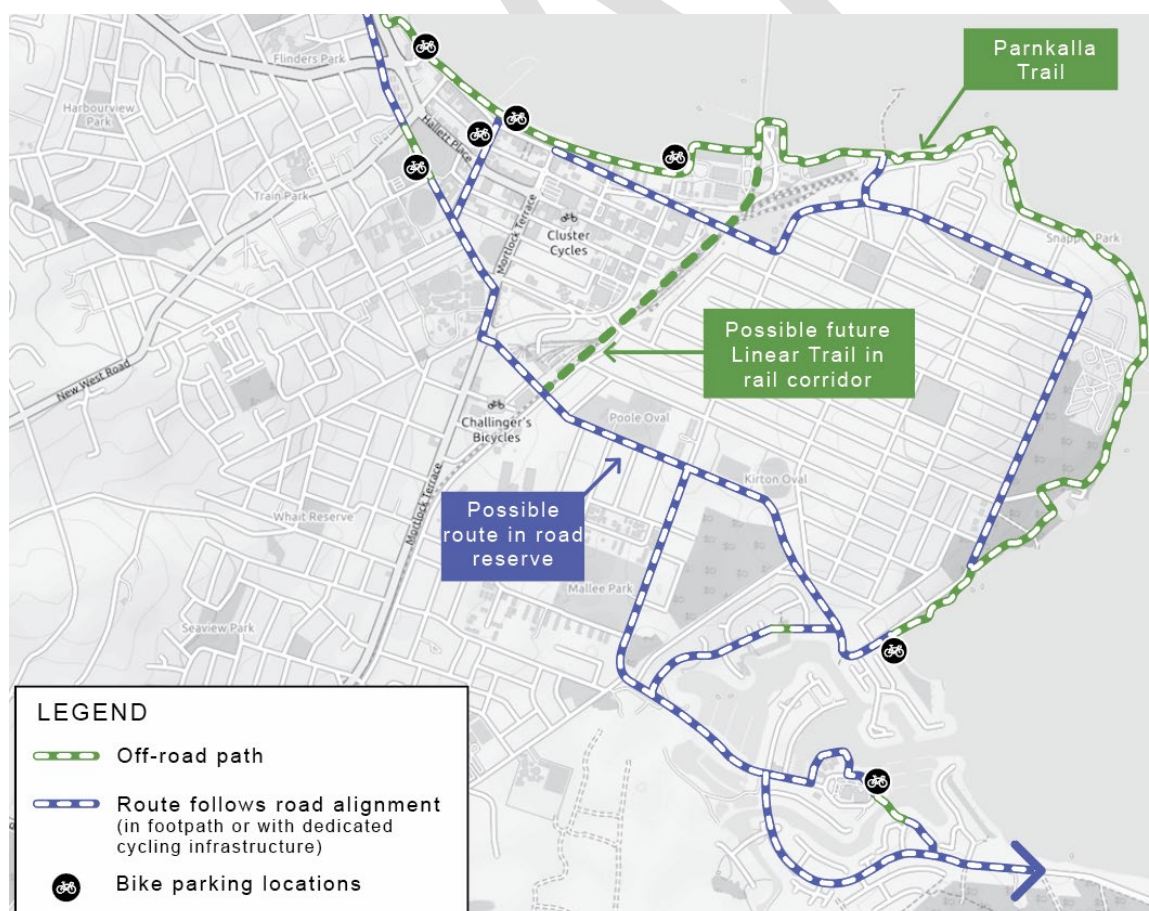


Figure 17: Future cycling routes: CBD to Marina

4.4 The Marina

Improvements to the Marina will require consultation with stakeholders, and agreement to change the current way of operations. The proposed works are illustrated on Figure 18 and include:

- Provide a dedicated and continuous shared path (Parnkalla Trail) that provide views of fishing boats and wharf operations to encourage tourism and recreational activities for locals. This would preferably follow the water line, subject to construction of a pontoon in front of the Marina Hotel.
- Change South Quay Boulevard to one-way (permit and loading vehicles excepted). Public vehicles would be encouraged (by signage) to enter at the proposed public carpark entry and park their car and walk.
- Consolidate wharf operations and identify specific routes for heavier vehicles and loading/unloading areas. Consider a central point of contact (Harbour Master) that manages logistics and operations.
- Reconfigure the roadway around the leisure centre to be one-way only and as a result, maximise on-street and off-street car parking spaces.
- Provide wayfinding signage to inform visitors to the car parking locations and offerings at the Marina.



Figure 18: Possible traffic management solutions at the Marina

4.5 Future Strategies (outside of this project scope)

City-wide

- Assess the impacts of changing Tasman Terrace to one-way, refer Section 4.1 for required assessment and outputs,
- Undertake an Accessibility Audit of the Port Lincoln CBD, Foreshore and Marina footpaths and kerb ramps to identify barriers to accessibility for all ages and abilities. Roll-out a prioritized footpath and kerb ramp upgrade scheme,
- Publicise Dial-a-Ride service to increase awareness and reduce car use,
- Consider providing a mail pick-up centre at Marina to reduce traffic issues at Post Office in CBD,
- Review Parnkalla Walking Trail outside of the scope of this project - for locations suitable to upgrade to a shared path width, taking into account sensitive ecology,
- Review the 2007 Bicycle Network Strategy with view to filling the gaps in the bicycle network, improving cyclist safety, extending the network and providing wayfinding signage,
- Increase bicycle hire options, and
- Develop an education strategy to improve motorist behavior around cyclists.

Working with the State Government

It is recommended that Council work with DPTI to explore State and Federal funding options to mitigate the adverse impacts to the community resulting from the high volume of heavy vehicles. These include:

- Update the 2002 freight route bypass study
- The dual-lane roundabouts in Liverpool Street should be re-assessed with view redesigning with safety improvements or to be replaced by traffic signals,
- Reduce the speed limit in Liverpool Street to 40km/hr between the roundabouts,
- Road and intersection upgrades of to support a safe road network for residents, visitors, tourists as well as reliable heavy vehicle movements,
- Multi-criteria analysis of the impacts of closing the rail line,
- Options paper for re-purposing the rail line if closed, eg, Linear Park, Wetlands, Truck route,
- Last Mile regional road safety projects (Port Lincoln is last mile for Viterra) - earmarked in the DPTI forward Work Plan for 2020 ,
- Lobby to install bicycle lanes on all DPTI roads within the township,
- Develop and implement a regional cycling and walking strategy and provide cycling/walking facilities in key locations, and
- A Walking Network Strategy.

Appendix A:

Liverpool Street Design Rationale – for discussion with DPTI

Liverpool Street is maintained by DPTI has the following characteristics:

- 13,700 vehicles per day (New West Road to Mortlock Road)
- 8,000 vpd (Mortlock Road to Porter St)
- 1.6m wide median
- 30-degree parking on both sides (2-hour time limit)
- 2-lanes in each direction (3m wide inside lanes, 3.1m wide outside lanes)

We have reviewed the current layout of Liverpool Street and believe that it can be modified to increase safety, amenity and greenspace, without restricting through traffic and grain transport, as discussed below.

- Based on daily traffic volumes, it is calculated that the peak hourly traffic volume is approximately **700 vehicles in each direction/hour**.
- The parking is 2hr limit which is on the cusp of medium / high turnover - given the location, we can classify it as **medium turnover**.

Therefore, in accordance with AS2890.5: On-street parking, the road width can be reduced to reclaim a width of **4.2 metres for streetscaping and footpath widening**.

The critical dimensions are:

- 4.4m angle parking depth,
- 4.3m wide traffic lane (includes space to reverse out of park).

This design reduces the mid-block sections to one-lane in each direction. The roundabouts are 2-lane and therefore there would be a lane merge from 2-lanes to 1-lane at each exit of the roundabout.

It is also noted that although detail assessment of the roundabout capacity has not been undertaken, the dual-lane roundabouts with left-turn slip lanes are not best practice in an area with high pedestrian activity such as the Port Lincoln CBD. The roundabouts should be assessed with view redesigning for safety improvements or to be replaced by traffic signals.

Safety in Liverpool would be further improved if the speed limit is reduced to 40km/hr between the roundabouts.

Urban Acupuncture

“A socio-environmental theory that combines contemporary urban design with traditional Chinese acupuncture, using small-scale interventions to transform the larger urban context. Sites are selected through analysis of aggregate social, economic and ecological factors, and are developed through a dialogue between designers and the community. Just as the practice of acupuncture is aimed at relieving stress in the human body, the goal of urban acupuncture is to relieve stress in the built environment.” Wikipedia

Urban Acupuncture: A Cultural Overlay

The rationale of applying Urban Acupuncture is to use small-scale but culturally catalytic interventions into the city's fabric to stimulate community engagement with cultural / art activities in the built environment that lead to the development of diverse and culturally rich urban places.

Every place and every community have multiple stories and many layers of history and development that can form a conceptual base for public art interventions.

Famed Australian poet, David Malouf summed this concept up in his 1998 Boyer Lecture, titled “A spirit of play”, when he wrote:

“A land can bear any number of cultures laid one above another or set side by side. It can be inscribed and written upon many times. One of these forms of writing is the shaping of landscape. In any place where humans have made their home, the landscape will be a made one. Landscape making is in our bones.”

This is particularly relevant to the Port Lincoln context with its many centuries of Aboriginal husbandry and cultural practices; significant role in the exploration and establishment of South Australia; and the great diversity of European fishing and farming stories. And overlaying this culturally richness, the modern-day city!

Malouf's notion of “cultures laid one above another or set side by side” can be seen as a powerful metaphor in terms of the surfacing of Aboriginal heritage stories and the European settlement and Modernity overlaid one above the other from a chronological perspective. While the Aboriginal and non-Aboriginal communities continue to live side by side in an intercultural contemporary world.

The consultation undertaken by the Jensen Plus team in late 2018 demonstrated that the people of Port Lincoln have many and varied ideas and opportunities to enhance the public realm of the foreshore, city centre and marina precincts. This applies not only to the urban planning, landscape and placemaking possibilities highlighted as part of the Master Plan consultation, but equally to the cultural agenda and specifically opportunities for public art.

Indeed, it is the rich diversity of ideas and opportunities highlighted by the Port Lincoln community that suggests the notion of a cultural mosaic, a way to bring together many small pieces to make a whole. Just as the bringing together of many small ceramic pieces creates a whole mosaic, the cultural overlay for the Port Lincoln Precincts Master Plan can bring together a diversity of small urban acupuncture interventions across many subjects, imagery and activities to create a whole sense of place and personal experience. Indeed, it can function as a living “Cultural Character Statement” that will evolve as the community and the environment changes over time.

A toolkit of public art opportunities

The 'toolkit of public art opportunities' can inform the public art opportunities that can be drawn upon and added to the public realm as they become a reality.

It is recommended that this 'Overlay' features the following three opportunity groupings:

- 1. Revealing**
- 2. Enhancing**
- 3. Activating**

These groupings can cover a wide variety of opportunities that might include, but not be limited to:

1. **Revealing – Surfacing, Storytelling & Healing**

Every place and every community has a wealth of diverse and at times contradictory stories and histories. At times these stories are controversial and challenging, but deserve to be surfaced and told as part of making a meaningful place. Exploring and engaging in all aspects of a place's past can also function as a healing process, especially in dealing with impacts of European settlement on the Aboriginal community.

Surfacing – During the consultation sessions we were told that there are many aspects of Port Lincoln's history that are not evident in the public realm and could be 'surfaced' through permanent and temporary public art. This approach is particularly relevant in finding public expression for the region's Aboriginal history.

Storytelling & Healing - Given Port Lincoln's Aboriginal and settlement history, cultural diversity and range of important maritime and agricultural industries, there is a wealth of stories upon which to draw. Art initiatives such as this can be seen to assist in bringing communities together and where relevant be part of a healing process.

Revealing opportunities include, but are not limited to, the following:

- During the consultation it was suggested that Cultural Healing Opportunities include artworks that recognise the diversity of Indigenous stories from all three of the regional groups, the Nauo, Bargala and the Wirangu. There might be the need for a cultural facilitator, who is respected by all the groups, to bring together the communities through collective public art projects;
- Creative Interpretive opportunities should be explored. Community members expressed their desire to see more interpretive content in public spaces but emphasised that it needs to be creative and not more "boring didactic stuff"; and
- Community members highlighted the fact that the trail network is extensive and provides lots of opportunities for Indigenous and Natural History story telling nodes along walking/riding trails.

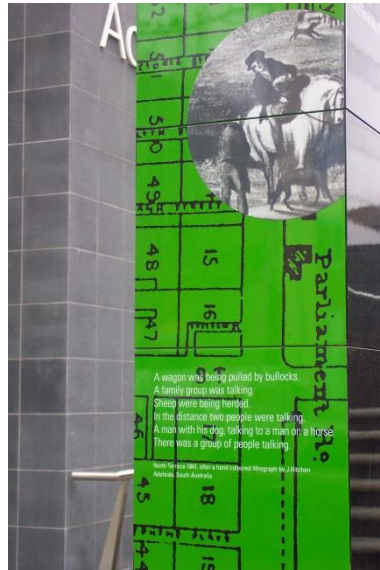
Potential Revealing Acupuncture Sites

Potential locations within the study area include but are not limited to:

- The pedestrian crossing node with buildouts in Liverpool Street;
- The Parnkalla Trail walkway along the foreshore;
- The foreshore plaza;
- Key nodes on link between CBD and Marina and key nodes on Parnkalla trail; and
- Proposed pontoon and trail at Marina.

Revealing – Benchmark examples from around Australia

A. Story telling of Aboriginal and European histories and everyday life through wayfinding and paving artworks.



2. **Enhancing** – Places/Spaces, Environment & Infrastructure

One of the important functions of the arts is to enhance the quality of public realm both from a purely aesthetic and from the perspective of demonstrating pride and valuing of the city's sense of place. There are opportunities for public art that are a stand-alone piece of contemporary or commemorative art, such as the Tuna Poler statue, and opportunities for a more integrated approach to commissioning artists to work with architectural or landscape design teams on artwork for environmental and or civic infrastructure projects as an expression of local creativity.

Places/Spaces -

Port Lincoln's public places and spaces would benefit from a range of public art that help to build a greater sense of place through unique artworks in strategic nodes across the CBD at gathering points and to support place making initiatives.

The Foreshore has been nominated as the location for public artwork, sculptures of local significance and could be considered as a suitable location for an "Outdoor Gallery" that is contributed to over time. It should be noted that there was concern during the consultation that further artworks might limit the flexibility of the Foreshore open space for major festivals and events, therefore any future artwork installations should be carefully planned to ensure they are well sited.

A review of the Lincoln Cove Marina environment would suggest that there is considerable potential for public art that highlights the history and ongoing importance of the fishing industry. Such artworks could help to provide life to the Marina environment in the absence of the fleet and dock activity.

Environment & Infrastructure -

It is widely recognised that public art can greatly enhance civic infrastructure and landscape projects. Many Australian Councils are committed to integrating public art into capital works projects such as public buildings, including libraries, recreational centres and parks. Opportunities include the use of street art on Council owned walls and Council encouraging property owners with large blank walls to support street art that might remain in place for 2 or 3 years and then be repainted bring new artwork into the environment.

Council installs a range of street furniture and paving that could be greatly enhanced by involving artists in the design and construction of seating, bus shelters, drinking fountains and paving designs. All of which can help to generate a unique Port Lincoln sense of place.

Enhancement opportunities include, but are not limited to, the following:

- Artist designed placemaking elements such as street furniture, paving associated with streetscape upgrades. Community members responded very positively to the images of artwork design incorporated into road surface included in the precedent display boards;
- A common theme of the community feedback was the need for better wayfinding and signage which could be created by artists and therefore be distinctive and relevant to the environment. This was especially highlighted as a trail opportunity; and
- Silo mural art was highlighted as a great opportunity given the prominence of the Viterro Silos. While the idea of painting the silos is not unique the skill of contemporary street artists is resulting in silos around Victoria and South Australia being highly relevant to 'place' and therefore each being a unique feature. It may be that the large sides of the silos are not painted, but the jetty side could potentially be utilised as a Street Art Gallery seen by people walking the trail around the silos and from the jetty, e.g. Viewed by tourist arriving on the cruise ships.

Potential Enhancing Acupuncture Sites

Potential locations within the study area include but are not limited to:

- Upgraded street furniture, art banner poles and surface of pedestrian crossovers in Liverpool and Porter Streets;
- Artwork incorporated into wayfinding signage on Parnkalla Trail and CBD to Marina link; and
- Street furniture and retaining wall infrastructure in Foreshore parklands.

Enhancing – Benchmark examples from around Australia

Permanent and temporary enhancement of public infrastructure.



3. **Activating – Enlivening, Stimulating & Challenging**

In addition to making evident the stories of the city and region and enhancing the quality of Port Lincoln's public realm, public art can play a critical role in helping to activate and bring vibrancy to the city. Especially using temporary and ephemeral artwork interventions that enliven the public realm during both day and night time.

Enlivening - While permanent public art works around the city and along the foreshore are important as place making elements they are, unless kinetic in nature, limited to a static presence and therefore the use of temporary and ephemeral art can be used to enliven spaces with changing works that might last a day/night, days/weeks or be a series of constantly changing digital images projected onto buildings or trees.

One of the great advantages of developing a program of temporary art is that the artworks will be of low cost and low risk and therefore can be utilised to give local artists public exposure and to help build creative capacity in the region.

Stimulating & Challenging -

Given the transitory nature of temporary and ephemeral art it lends itself to allowing a greater degree of personal and creative expression on the part of artists. Permanent and expensive public art, by its very nature tends to be conceptually safe in order not to generate too much community controversy, while the low key and changing temporary art allows artists to tackle stimulating and challenging themes in their work.

Activation opportunities include, but are not limited to, the following:

- The concept of temporary art 'Platforms' has gained increased importance in cities and involves the installation of infrastructure where changing artworks can be installed. These platforms may be physical infrastructure such as plinths for sculpture, art billboards or digital platforms such as screens or projection.
- Projection artwork that might utilise a temporary or permanent digital projector. Council could invest in suitable digital projection equipment and either install in a high-profile location that will gain maximum exposure or move the projector around a number of different sites within the city to gain maximum activation.
- It was suggested by a number of the community that the silos would be a great location for some regular large scale projection projects, not just at festival time and in preference to having the silos painted.

Potential Activating Acupuncture Sites

Potential locations within the study area include but are not limited to:

- Silos for projection and or street art gallery on the northern side adjacent to the walling trail;
- Temporary installations, light boxes and street art in CBD laneways; and
- Changing exhibitons of Sculptural installations on Town Jetty and at Marina.

Activating – Benchmark examples from around Australia

Bringing activation to the public realm through projection, light box art, street art and temporary projects.



Conclusion:

The “Urban Acupuncture: Cultural Overlay” provides a range of opportunities that Council can implement on an incremental basis as infrastructure and renewal projects evolve across the city. The Cultural Overlay can be seen as a strategic approach to bring together many different elements, stories and artworks to create a “cultural mosaic” of interventions that will, over time, result in a complex and rich picture of Port Lincoln as a place and community.

NOTE:

The Benchmarking Images provided are collected from public art projects across Australia and are provided only as an indicative example of how artists might respond to the curatorial framework and the “Toolkit” themes.

They are not directly suggesting art projects for Port Lincoln, rather as examples of the range of approaches that Councils have taken to the commissioning of public art around Australia.