

+ WINCHELSEA

+ DEANS MARSH

+ AIREYS INLET

+ FAIRHAVEN

+ LORNE



+ TORQUAY

+ BELLS BEACH

+ ANGLESEA



Surf Coast Shire Long Vehicle Strategy

PREPARED FOR SURF COAST SHIRE 2014

Surf Coast Shire Long Vehicle Strategy

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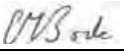
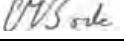
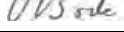
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Executive Summary

AECOM was engaged by Surf Coast Shire Council to develop a strategy to manage the parking and movement of tourism buses, coaches and long vehicles throughout the council.

Surf Coast Shire provided a range of background documents, studies and council reports relating to long vehicle use and more broadly tourist activity within Surf Coast Shire. In addition to this, the study team undertook a three stage information gathering process which involved interviewing long vehicle users throughout the study area (conducted on 8 January 2014); site inspections of each township within the study area (conducted on 16 and 17 January 2014); and community workshops (held on 27 and 28 March 2014).

Following this comprehensive information gathering process, four main long vehicle user groups were identified. These were tour buses, self-guided tourists (caravans or motorhome), local tourism business related (minivans) and public transport vehicles (including school buses). A range of issues and ‘hot spot’s associated with long vehicle use were identified. Issues consistent across the study area included:

- 1. Lack of long vehicle parking
- 2. Pressure on existing infrastructure
- 3. Wayfinding
- 4. Local business concerns

Site specific issues or ‘hot spots’ were also identified, including:

- Torquay
 - 5. Surf City Precinct
 - 6. Gilbert Street Retail / Foreshore Precinct
- Bells Beach
 - 7. Bells Beach Surfing Recreation Reserve
- Anglesea
 - 8. Main Shopping Strip
 - 9. Riverbank
- Aireys Inlet
 - 10. Top Shops
 - 11. Lighthouse Precinct
- Great Ocean Road Memorial Arch
 - 12. Car Park Access and Layout
- Lorne
 - 13. Main Shopping Strip and Beachfront
- Winchelsea
 - 14. Visitor Information Centre
 - 15. Main Shopping Strip

In order to address these issues a range of potential mitigation measures were developed and discussed with Surf Coast Shire. From these discussions a suite of recommended measures were proposed, forming an Action Plan for council. This Action Plan prioritises each measure and provides guidance on implementation, including responsible authorities.

The Action Plan seeks to improve information provision to long vehicle users and also improve long vehicle infrastructure with relatively small upgrades at a number of locations. It is intended that these in combination will spread the load of long vehicles cross the study area, ensuring no single location is overburdened whilst neighbouring sites lay idle.

The high priority measures from the Action Plan for each ‘hot spot’ throughout the study area are provided below. These all address an existing issue and require minimal planning or capital works.

- Study Area Wide
 - Wayfinding Strategy
 - Visitor Information Map
- Torquay
 - Parking in Existing Surf City Car Park
 - Parking on Fischer Street
 - Parking on Gilbert Street
 - Parking at Fisherman’s Beach
 - Parking at Elephant Walk
- Bells Beach
 - Maintain Licence Conditions
- Anglesea
 - Parking on Cameron Road
 - Riverbank car park access treatment
- Aireys Inlet
 - Parking at Split Point Car Park
- Great Ocean Road Memorial Arch
 - Revised Approach Signage
 - Redesign Internal Car Park Layout
- Lorne
 - Increase On-Street Parking Provision
 - Parking at Scotchmans Hill
- Winchelsea
 - Parking on Barwon Terrace
 - Parking at Hesse Street Shops

It is recommended that these measures are not treated in isolation, but rather as an integrated response to the identified issues. Additional medium and low priority measures have been recommended which require more planning, consultation and monitoring before implementation.

1.0 Introduction

1.1 Background of scope of works

The Great Ocean Road is one of Australia’s iconic road touring destinations. With its combination of exceptional coastal views, rugged inland mountain landscapes, wildlife and cultural heritage, the region attracts around seven million local and international visitors a year worth over \$1 billion a year to the local economy.

The Great Ocean Road region’s strategic location makes it particularly attractive to experience in two ways:

- As a day or overnight tour from Melbourne, which are delivered using small minibuses with trailers and full-sized coach vehicles
- As part of a longer tour using a campervan, caravan or similar.

These are markedly different markets. The day tour coaches rarely spend much time, or money, in the Surf Coast Shire. Overnight stays, however, add substantially to the local economy. Developing strategies to enable and encourage touring with long vehicles offers opportunities to increase tourism’s value to the Surf Coast.

The rapid growth of Surf Coast Shire means that space for long vehicles will be at a premium in the most desired locations. The Great Ocean Road is also unique in its landscape values as a road.

From AECOM’s understanding of the Surf Coast Shire, some of the issues this strategy will need to consider are:

- What are the physical requirements for long vehicles to exit roads, and park / re-enter roads safely? How well can the Great Ocean Road, town streets and other constrained routes meet these requirements?
- What measures are needed to improve road safety for international drivers of long vehicles?
- What is the likely demand at different times of year?
- How will demand be different for various classes of long vehicle, and at different locations, in terms of length of stay?
- What sorts of ancillary services (e.g. waste disposal, power and fresh water) might be required, and does this significantly influence parking locations?
- What amenity impacts are likely and where would they be acceptable? How does the acceptability vary between township, purpose-built accommodation and roadside?
- What kinds of supporting infrastructure might be required between safe locations for parking and the attraction or destination that generates the need?
- How can drivers and operators be better informed on where to park?
- What innovative ideas does the community and stakeholders have about how this opportunity presented by tourist vehicles in Surf Coast Shire can be best realised?

This document aims to answer these questions.

1.2 Study area

The study area for this project is shown in Figure 1 and focuses on the following townships within Surf Coast Shire:

- Torquay;
- Bells Beach;
- Jan Juc;
- Anglesea;
- Aireys Inlet;
- Fairhaven;
- Memorial Arch;

- Lorne;
- Deans Marsh; and
- Winchelsea.

Figure 1 Study area for study



2.0 Literature Review

2.1 Background Information

A number of background documents were provided by Surf Coast Shire which included internal council reports, council commissioned studies, design documents and publicly available tourist information. The provided documents are listed below:

- Torquay Town Centre Parking and Access Strategy 2011 -16 (2011)
- Split Point Lighthouse Masterplan (2008)
- Split Point Lighthouse Traffic Management Plan (2010)
- Aireys Inlet Reserve and Skate Park Improvements – Council Report (2012)
- Bells Beach Information on Tour Operators – Website (2013)
- Bells Beach Tour Operator Licence Extension – Council Report (2013)
- Torquay Entrance Landscape Concept Design (2012)
- Anglesea Structure Plan (2012)
- Anglesea Landscape Plan (2011)
- Princes Highway West Duplication Plans (2013)
- Great Ocean Road Coast Committee – Coastal User Transport Strategy Discussion Paper (2014)

The following summarise the background information by location.

2.1.1 Torquay

The Torquay Town Centre Parking and Access Strategy 2011 -16 (2011) recognises the ability of coaches and tourist vehicles to find suitable parking as fundamental in attracting visitors to the area. It notes the use of the bus parking at the corner of Boston Street and Pearl Street as a de facto bus interchange due to its proximity to the town centre and separation from the core traffic circulation areas. The strategy also recommends investigating the opportunity for long vehicle parking on The Esplanade.

The Torquay Entrance Landscape Plan (2012) identified a lack of long vehicle parking in Torquay as an issue. To address this long vehicle parking is to be provided in the proposed visitor orientation bay. This bay will include information relating to Torquay and the surf coast and will be developed to visually identify this as the entrance to Torquay.

In April 2014 Council adopted the branding “Torquay: Start of the Great Road”. The gazetted start of the Great Ocean Road is Spring Creek.

2.1.2 Bells Beach

Council have issued eight licences to tour operators to visit the Bells Beach Surfing Recreation Reserve. These licence holders are subject to conditions they must adhere to, including hours of visitation, location of parking and the disposal of litter. These operators use vehicle ranging between a 22-24 seat bus through to cars and vans. Non-commercial coaches, including school groups, can however access the reserve with a licence.

Permit areas are currently provided in the Bells Beach Reserve car park for tour operator vehicles. If all designated parking areas are full the licensee cannot stop within the reserve and must move on.

2.1.3 Anglesea

A key issue identified in the Anglesea Structure Plan was the need for designated bus and caravan parking in and near the main shopping centre. In addition, it identified the informal parking at the Bowling Club as a location at which more efficient use of space to could be made. There is designated parking for buses and long vehicles on Cameron Street near the bowling club, which is conveniently located however space is limited. Parking is also provided on the Great Ocean Road, opposite Parker Street, which is located a considerable distance for the main shopping area. The structure plan recommends the following:

- Continue to encourage bus and long vehicle parking on Cameron Road and discourage bus and long vehicle parking within the shopping centre car park.

- Investigate options to provide additional parking for buses and long vehicles

The Anglesea Landscape Plan includes the provision of five parking spaces for recreational vehicles adjacent to the Anglesea Bowling Club as part of a wider redevelopment of the car park.

There are also plans to develop for the Great Ocean Road Chocolaterie and Ice Creamery, near Anglesea. Although this will be a private operator, the site has the potential to attract and accommodate a number of long vehicles who would otherwise stop within Anglesea, placing pressure on the existing infrastructure.

2.1.4 Aireys Inlet

The 2008 Split Point Masterplan identified both a lack of parking and the unsuitability of the precinct’s gravel roads to cater to larger vehicles as issues. In response to this the plan sought to provide designated parking spaces for long vehicles in areas where their impact will be minimised. Another key objective of the plan was to limit the impact of larger vehicles whilst maintaining access to the precinct. As a result it was recommended that step beach car park is upgraded including a long vehicle parking bay, and the skate park car park is upgraded to provide parking for long vehicles.

A February 2009 council resolution advised it did not support the proposal to locate a long vehicle parking space in an upgraded Step Beach car park. And that a redevelopment of the skate park car park would be considered following the development of a precinct traffic management plan.

The Split Point Traffic Management Plan (2010) identified access point for the Step Beach car park as impractical for buses and coaches. It therefore recommended upgrade of the car park to increase capacity and allow the safe access and egress of long vehicles. It also endorsed the upgrade of the skate park car park to allow coaches, buses cars with caravans to park.

In 2012 council recommended extending the existing V-Line bus stops and providing one dedicated long vehicle parking space in each direction. An option to provide one indented bus lay by on Inlet Crescent, adjacent to Bark Hut Recreation Reserve was also recommended. A proposal to allow long vehicle parking in an indented road side lay by to the west of Painkalac creek was not taken any further due to concerns the space was not large enough to safely accommodate long vehicles.

2.1.5 Winchelsea

Current Princes Highway West duplication plans include one tourist coach parking bay. This is located on Hesse Street to the north of the Princes Highway, in close proximity to a strip of retail premises.

The plans also include a truck parking area and bus stop on both sides of the Princes Highway between Hesse Street and Gosney Street.

2.2 International Approaches

A literature review was undertaken to research international approaches to managing tourist and recreational vehicles. The following sections detail the results of the review.

2.2.1 Lake District National Park, United Kingdom

The Lake District National Park has a user pays system in place for tourist and recreational vehicle parking. Tickets are purchased and displayed in the vehicle for the duration of the stay. Funds collected from parking are used for maintaining and upgrading the facilities for park users.

Larger vehicles are permitted to use the car parks throughout national park and can occupy a number of car parking spaces. If a number of spaces are occupied however, the user must pay for the additional space or spaces.

2.2.2 Cornwall Council, United Kingdom

Cornwall Council, has a user pays system in place for parking. Payment can be made via either a pay and display ticket or using RingGo, a cashless payment method accessed over the phone. Longer term parking passes can also be purchased for the region, and whilst this does not guarantee the availability of a parking space it, it removes the need to pay at each stop.

Detailed information is also provided on each parking area which is published online. This information includes parking charges, the number of spaces provided, opening hours, vehicle restrictions and the availability of parking facilities for various tourist vehicles such as coaches, motorhomes and caravans.






Whilst no overnight sleeping or camping is permitted in car parks, vehicles can be dropped off at these locations and collected at a later date. This allows for trips throughout the surrounding area in a smaller vehicle, placing less stress on surrounding parking infrastructure.

2.3 Classification of Vehicles

Based on the review of background material the following classifications have been identified for vehicles likely to use the infrastructure throughout Surf Coast Shire:

- 1) Coach (approx.. 50 seat)
- 2) Mini-Bus (approx. 25 seat)
- 3) Van (approx12 seat)
- 4) Motorhome
- 5) Car with trailer or caravan

Table 1 Vehicle Specifications

Vehicle	Length (metres)	Width (metres)	Example
Coach	12.5	2.4	
Mini-Bus	7.7	1.9	
Van	5.4	1.9	
Motorhome	6.8	2.2	
Car with trailer or caravan	15.0	2.5	

3.0 Gathering Information

To accurately determine the issues and opportunities associated with long vehicle use throughout the study area, a three stage information gathering process was undertaken. These stages were:

- 1) Stage One Consultation, which involved surveying long vehicle users throughout the study area;
- 2) A site visit undertaken by the AECOM project team; and
- 3) Stage Two Consultation, which involved a series of workshops for local residents, businesses and community groups to provide feedback on long vehicle use.

3.1 Stage One Consultation – Talking to drivers

This section discusses the results from surveys carried out on Wednesday 8th January 2014. The survey aimed to capture the locations where long vehicles (buses, caravan's, recreational vehicles [RV's] and trucks) stopped along the Great Ocean Road between Torquay and Lorne.

The survey targeted road users and incorporated local businesses and information centres to capture the use, adequacy and location of long vehicle stopping areas.

3.1.1 Survey Results

30 long vehicles were surveyed of which, seven RV's (23%) and two were caravan's (7%), as shown in Figure 2.

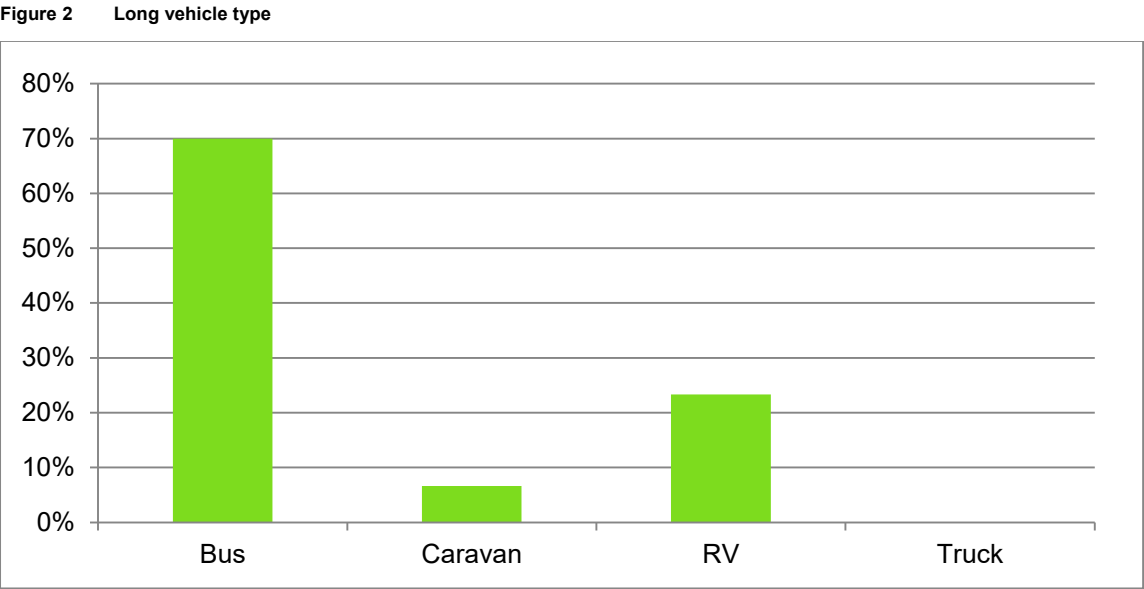
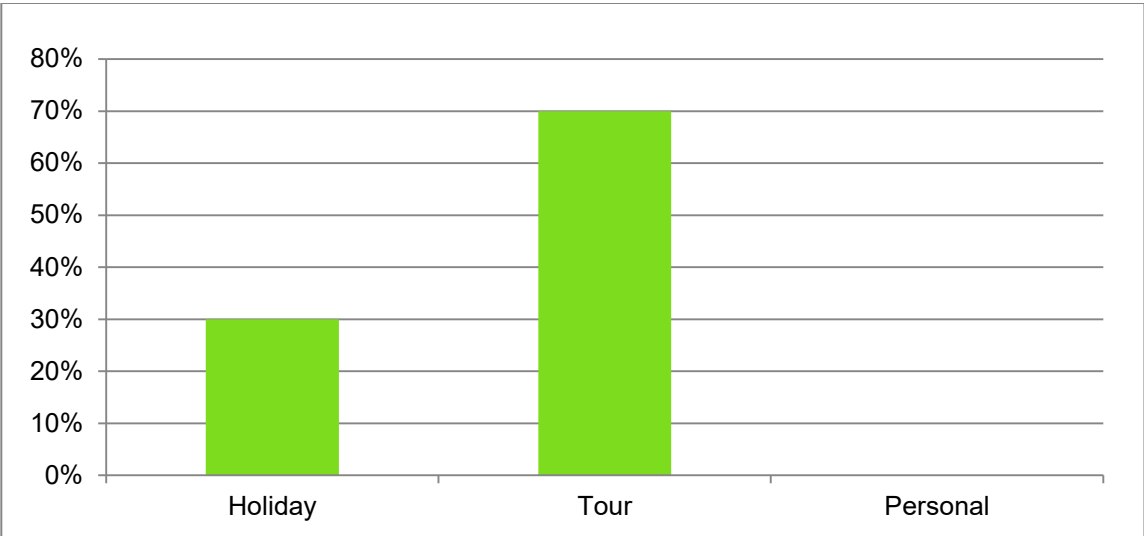


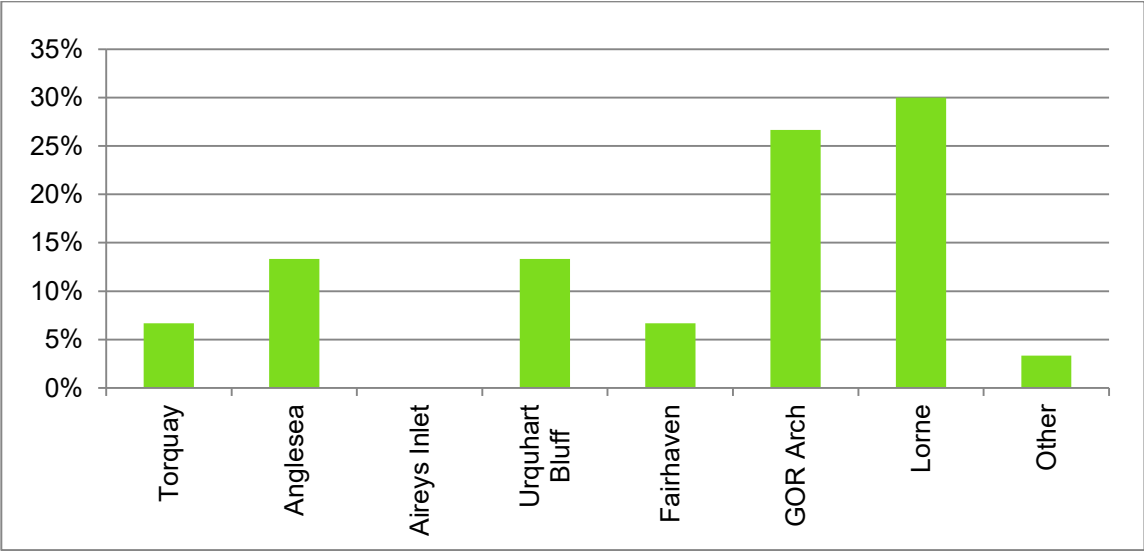
Figure 3 (over leaf) also shows that the majority (21) of long vehicles (70%) were travelling for tour purposes and nine (30%) were travelling on holiday.

Figure 3 Long vehicle travel purpose



Of the long vehicle surveyed, 24 planned their stopping destination. Whilst Figure 4 outlines Lorne and the Great Ocean Road Arch to be the most popular locations for long vehicles to stop, both locations received poor feedback from road users in the sufficiency of parking facilities. Seven (78%) of vehicles stopping in Lorne felt there was not adequate stopping facilities in the town centre and had to use the car park located to the south of the township. It is also noted that whilst four (13%) long vehicles surveyed stop in Anglesea, bus tour operators outlined this as a key stopping location. One vehicle stopped between the listed townships.

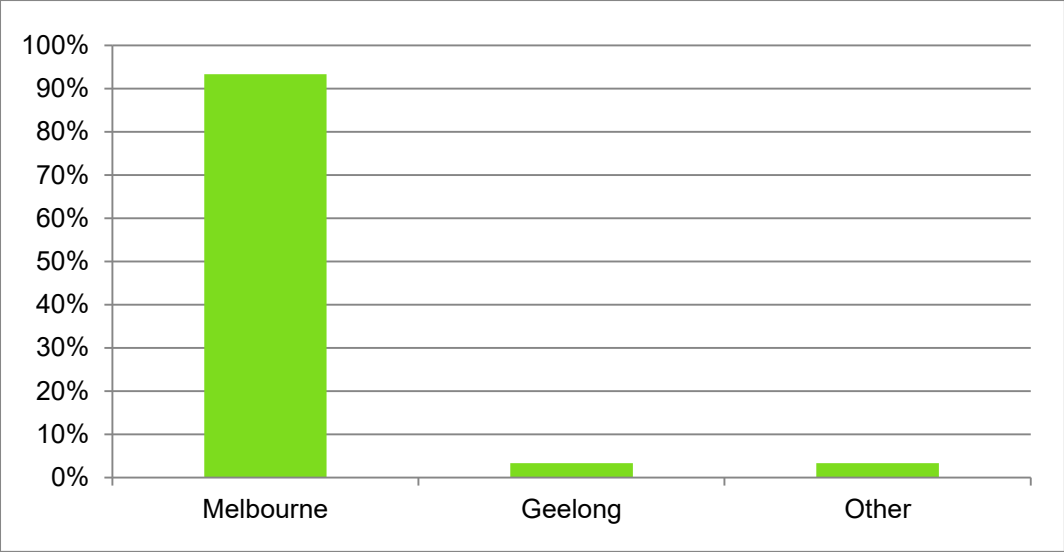
Figure 4 Long vehicle stopping locations



It was expressed by local businesses that parking facilities in Anglesea’s main shopping area were not adequately signed and that long vehicles should be catered for in the main shopping car park located so passengers can access local businesses. It was observed that tour buses used the long vehicle facility located near the information centre and provided their own snacks and beverages. Tour buses also stopped prior to the information centre near public toilets which causes safety concerns for cars exiting the nearby car park due to vehicles blocking sight lines.

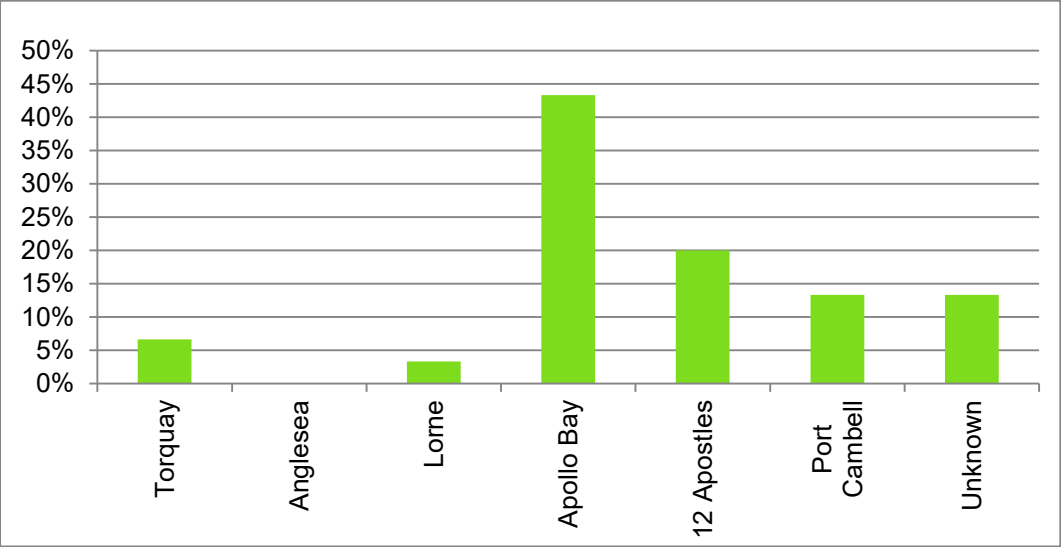
Figure 5 illustrates that Melbourne (28 vehicles) was the location that the majority (93%) of long vehicles originated from. The remaining two (6%) originating from Geelong (one) and a returning caravan to Melbourne originating from Lorne.

Figure 5 Origin location of long vehicles



Apollo Bay (including the 12 Apostles) is the most significant destination as outlined in Figure 6 with 73% (22) of long vehicles surveyed. Very few had townships within Surf Coast Shire as their final destination.

Figure 6 Long vehicle destination locations



Due to the close location and short travel times between townships Anglesea and Lorne make logical locations for long vehicles, in particular tour buses to stop. However comments from road uses suggest this is also driven by the unattractive nature of other locations for long vehicles to stop.

3.1.2 Stopping Location Comments and Results

3.1.2.1 Torquay

Long vehicle parking facilities are limited in Torquay. Parking facilities for the Torquay information centre do not provide for long vehicles. The survey outlined that 2% of vehicles in the survey pool stopped in Torquay. This data was supported from staff comments from information centre that outlined the issue of parking facilities for long vehicles not only at the information centre, but throughout Torquay. It was also expressed that there are no free sites for overnight campers in RV's and that most vehicles whose destination is not Torquay do not stop in the township.

Two tour buses were observed at the McDonalds on Surf Coast Hwy. The destination of both vehicles however was Torquay and they did not proceed further along the Great Ocean Road. Drivers made note of the convenience of the restricted kerb side parking at McDonalds that allowed long vehicles only.

3.1.2.2 Anglesea

Anglesea was the first stop for all of bus tours originating from Melbourne. All long vehicles surveyed and observed to stop in Anglesea were tour buses. Parking at the shopping strip located near the Anglesea Bowls Club does not accommodate for long vehicles, however a specified long vehicle car park is provided next to the Anglesea Bowls Club. The car park was observed to be full of small passenger vehicles and some distance from the nearby shopping and toilet facilities. Caravan Park owners also felt signage for the specific long vehicle zone was poor and the size configuration of the car park was not favourable for long vehicle manoeuvres. Businesses along the shopping strip located near the Anglesea Bowls Club suggested that long vehicle parking be provided in the shopping car park and that tour buses would bring in more sales in the early off-peak times. One business owner commented that a recent incident with a tour bus and parking inspector meant tour buses no longer stopped at the shops but continued further along to the long vehicle bay located near the Anglesea information centre.

The Anglesea information centre provides a long vehicle specific stopping bay that can cater for approximately four bus's as shown in Figure 7. However, it was observed that buses pull over beside the kerb prior to the stopping bay near a local paddle boat business and toilet block. It was observed and commented by the local business owner that buses stopping here created a safety risk for manoeuvres in the paddle boat car park and also sight distance issues for vehicles exiting the car park. It was also observed that tour buses would provide their own snacks and beverages to their passengers and that passengers do not use the Anglesea General Store located across the road.

Figure 7 Anglesea information centre long vehicle parking bay.



3.1.2.3 Urquhart Bluff

Urquhart Bluff Scenic Viewing Area was observed to be a popular location for tour buses and cars to stop as picture in Figure 8 and Figure 9. Whilst only 19% of tour buses were observed to have stopped at Urquhart Bluff, bus drivers acknowledge that most tours stopped at this location. All tour buses surveyed in Anglesea also stopped at Urquhart Bluff. It was commented by tour drivers that the purpose for stopping at this location was for sightseeing only as no food or toilet facilities existed. Further,

the close proximity of Anglesea did not warrant a long stop over. It was outlined by bus drivers that at peak period the car park at Urquhart Bluff became very congested with a mix of buses and small passenger vehicles.

Figure 8 Urquhart Bluff Scenic Viewing Area car park



Figure 9 Urquhart Bluff Scenic Viewing Area car park



3.1.2.4 Aireys Inlet

Long vehicle parking is not provided at the Aireys Inlet shops (either top or bottom shops) and there were no long vehicles that were observed to stop at this location. One RV stopped prior to Aireys Inlet in a pull over area for recreational purposes. This stop was unplanned. The Aireys Inlet Pub has provision for a number of long vehicles and seeks to attract coaches to stop there.

3.1.2.5 Fairhaven

All (2) vehicles that were surveyed in Fairhaven area were RV's. Both vehicles had stopped for a rest break, one stopped parallel to the road side whilst the other stopped in the car park located near Moggs Creek. Both stops were unplanned.

3.1.2.6 Great Ocean Road Memorial Arch

Seven (87%) vehicles that were surveyed at the Great Ocean Road Memorial Arch were tour buses while the remaining 13% (one) was an RV. All of the vehicles had planned to stop at this location. Tour bus operator's commented that the parking facilities are poor. Further outlined was that greater capacity was required to cater for the demand of vehicles that stopped at this location and the configuration of the parking facility did not favour long vehicle manoeuvres (see Figure 10 to Figure 12 over leaf) with the exit being located in the middle of the parking bay area. Safety concerns were raised with the high number of pedestrians and the required reversing manoeuvres to exit the parking facility. It was also outlined that small passenger vehicles did not stay in the parking areas marked by white raised pavement markers which resulted in a reduced parking capacity and increased congestion.

Figure 10 Great Ocean Road Arch Memorial car park



Figure 11 Great Ocean Road Arch Memorial car park



Figure 12 Great Ocean Road Arch Memorial car park



Capacity concerns were observed with long vehicles using the VLine bus bay as a location to park near the Arch Memorial, shown in Figure 13.

Figure 13 Great Ocean Road Memorial Arch VLine bus bay



3.1.2.7 Lorne

Four (45%) of the vehicles that were surveyed at Lorne were tour buses, three (33%) were RV's and two (22%) were caravans. Three (33%) stops made in Lorne were unplanned and were made for a meal break. One vehicle (caravan) used the long vehicle stopping bay at the Lorne Information Centre. One vehicle (caravan) stopped on the main shopping strip and occupied two parking spaces. Five (three RV's and two tour buses) parked to the south of the main shopping strip (Figure 14). The two tour buses did not pull over in designated parking spaces and their vehicles protruded onto the carriageway (Figure 15 to Figure 17). The remaining two tour buses used the lower car park to the south of the main shopping strip and occupied multiple parking spaces.

Figure 14 Lorne car park (South of township shopping strip)



Figure 15 Lorne bus pull over (South)



Figure 16 Lorne bus pull over (South)



Figure 17 Lorne bus pull over (South)



Staff at the Lorne information centre expressed the view that long vehicle parking facilities were poor throughout Lorne. The only designated long vehicle parking bay being the one provided at the information centre that has a capacity for approximately three vehicles. It was acknowledged that many tour buses proceed through the township and stop further along the Great Ocean Road at Point Grey due to the lack of parking facilities. It was expressed that caravan's do not stop on route and travel direct to their destination. It was suggested that a greater parking facility for long vehicles be incorporated in the construction of the national heritage centre that is to be located beside the information centre being constructed in mid to late 2014. It was also acknowledged that Apollo Bay provides more adequate facilities for tour bus operators to park and stop and hence majority pass through the Lorne township.

3.2 Site Visit

A site visit was undertaken on Thursday January 16 and Friday January 17 2014. The following sections contain observations from this site visit, including issues identified with existing long vehicle parking and opportunities to improve infrastructure throughout the study area.

3.2.1 Deans Marsh

There is no dedicated long vehicle parking area within Deans Marsh. There is scope for delineation on both Birregurra-Deans Marsh Road and Winchelsea-Deans Marsh Road, located close to nearby shops. Amenities are also provided at Deans Marsh Oval. During the site visit parking areas were underutilised.

3.2.2 Winchelsea

The two areas expected to attract most long vehicle parking is the Winchelsea Information Centre and the shopping strip located on the corner of Hesse Street and the Princes Highway.

No dedicated long vehicle parking is provided at the Information Centre. There is however space for potential long vehicle parking behind the information centre (Figure 18). Alternatively, some of the parallel parking provided on Barwon Terrace could be reserved for long vehicles. This site has the added benefit of public toilets, a café and picnic area on the banks of the Barwon River.

An off-street long vehicle parking area of approximately 55 metres is provided at the shopping strip (Figure 19). It is not expected that this parking area will be impacted upon by the Princes Highway duplication works.

Figure 18 Potential Long Vehicle Parking Area at Winchelsea Visitors Information Centre



Figure 19 Existing Long Vehicle Parking Area at Winchelsea Shopping Strip



3.2.3 Torquay

There is no long vehicle parking provided at the Torquay Visitor Information Centre and Surf World Museum car park. During the inspections, the car park heavily utilised as it serves a number of different site in the precinct. There is scope for long

vehicle parking on Beach Road, opposite the car park, however the development of nearby vacant blocks could prevent this. There is a single long vehicle parking area located in front of McDonald's on the Surfcoast Highway service road. There was however no signage directing road users to this area.

There is no dedicated long vehicle parking in or around the town centre. The vacant lot on the corner of Zeally Bay Road and The Esplanade is used as a de facto parking area. A number of caravans and motorhomes were observed parking on Zeally Bay Road.

Fisherman's Beach car park (opposite Darian Road and Cowie Road) does not currently have any dedicated long vehicle parking areas. The northern end of the park is not appropriate due to bollards which restrict vehicle turning circles. The southern end however could potentially accommodate long vehicle parking.

At the Torquay Angling Club there is long vehicle parking provided next to Bombora's Café. The parking provided around the boat ramp is not available to tourist vehicles.

At Elephant Walk there is the potential for parallel long vehicle parking at the beachfront.

There is a large amount of parking provided at Point Danger, however none dedicated to long vehicles. There are a number of indented parallel parking spaces which could potentially be used by long vehicles. Site inspections suggested informal parking was taking place on the grassed areas within the Point Danger car park.

At Torquay Surf Beach there are additional indented parallel parking spaces which could be used by long vehicles. Within the main car park there are six drive through parks dedicated to buses. The car spaces are quite long (7.2 metres) and were observed to accommodate vans and motorhomes.

The sports precinct at Spring Creek Reserve was inspected as a potential location for long vehicle parking. Although there is plenty of space for parking, there are no amenities or services at the site to attract visitors.

Figure 20 Long Vehicle Parking Area on Surf Coast Highway Service Road, Torquay



Figure 21 Long Vehicle Parking at Torquay Angling Club



Figure 22 Potential Long Vehicle Parking Area at Torquay Surf Beach Car Park, Anzac Drive



3.2.4 Jan Juc

There is no dedicated long vehicle parking in or around the Surf Life Saving Club, and there is no scope for long vehicle parking in the car park due to tight turning circles. There is scope for providing long vehicle parking in the gravel car park on Carnarvon Avenue, or indented parking along Carnarvon Avenue itself.

There is however a question of whether demand exists for long vehicle parking at this location.

Figure 23 Potential Long Vehicle Parking Area on Carnarvon Avenue, Jan Juc



3.2.5 Bells Beach

The main car park at Bells Beach provides dedicated parking areas for both cars and commercial tour vehicles (Figure 24). Signage throughout the car park is difficult to interpret, with parallel permit zones enforced from 9:00AM until 11:00AM which revert to standard angle parking at all other times of the day. There is no dedicated parking for non-commercial long vehicles. A motorhome was observed parking in a standard car parking bay. The car park was however quiet during the visit. The car park is quite steep, especially toward the western end, which could pose problems for mobility impaired users of the car park.

There are an additional two car parks at Bells Beach, located to the north and south of the main car park. It is not expected that these sites will generate large numbers of long vehicles, and as a result it is not proposed to make any changes.

Figure 24 Permit Zones at Bells Beach Main Car Park



3.2.6 Anglesea

There is no current long vehicle provided in the main shopping strip car park, although signage and pavement marking suggest that it did previously exist. School bus parking is provided at the western end of the car park during designated times. Long vehicle parking is currently provided at the Bowls Club, which is on the opposite side of the Great Ocean Road to the shopping strip (Figure 25). No parking is permitted on Cameron Road.

No bus and long vehicle parking is permitted along the Great Ocean Road to the north of the Visitor Information Centre, or within its car park. There is a long vehicle parking area on the Great Ocean Road opposite Parker Street (Figure 26); however there is no advanced warning signage for users of the space. Long vehicles are not permitted to use the car park at the mouth of the Anglesea River.

Both the Anglesea Surf Life Saver Club and Point Roadknight are not appropriate locations for long vehicle parking due to issues with grade and constrained turning areas.

Figure 25 Long Vehicle Parking Area at Anglesea Bowls Club



Figure 26 Long Vehicle on Great Ocean Road, Anglesea



3.2.7 Aireys Inlet

The shopping strip near Albert Avenue, known as the Top Shops, does not have dedicated long vehicle parking spaces, however there is no viable locations to introduce them. During the inspections, a car with a trailer was observed parking in the nearby bus stop.

Long vehicle parking is provided next to the V-Line bus stops near Bambra Road. This location gives good access to the nearby shopping strip (Figure 27).

The car park at the skate park on Inlet Crescent does not permit long vehicles (over 6 metres long) to enter it (Figure 28). Toilets are provided at the site; however it is difficult to turn around within the area under its current configuration. Bus parking is provided on Inlet Crescent, with scope to provide additional parking along Inlet Crescent towards its intersection with Reserve Road.

Bark Hut has been raised as a potential location for long vehicle parking. Although the site does provide picnic facilities, toilets are 200 metres away, and there is a steep walk to reach to lighthouse. Buses are not currently permitted to access the Split Point car park due to restrictions on the surrounding roads. There is however an area on Eagle Rock Parade which could accommodate long vehicles. Inspection of the site also suggested there could be some grade issues with creating circulation through Split Point car park on to Eagle Rock Parade.

Previous proposals have identified the roadside clearing on the Great Ocean Road near Lialeeta Road as a potential long vehicle parking area. Site inspections suggest this is not an appropriate location due to its lack of nearby services and attractions and grades at the site.

Figure 27 Long Vehicle Parking Areas on Great Ocean Road, Aireys Inlet



Figure 28 Restrictions on Inlet Crescent, Aireys Inlet



3.2.8 Fairhaven

There is currently no dedicated long vehicle parking provided in Fairhaven. Parking takes place on-street on the Great Ocean Road and in the off-street parking area on Yarringa Road (Figure 29). This parking area provides access to the beach and Surf Life Saving Club. Site inspections suggest that long vehicle parking would require this area to be formalised.

Figure 29 Off-Street Parking Area on Yarringa Road, Fairhaven



3.2.9 Great Ocean Road Memorial Archway

The Great Ocean Road Memorial Archway is a popular attraction for visitors to the study area, and as a result is heavily utilised by cars and long vehicles.

There are separate accesses to the car park for long vehicles and cars, although there is no advance signage for westbound vehicles differentiating between the two. Signage is however in place for the less dominant eastbound traffic entering the car park.

There is a number of parking bays provided for both cars and long vehicles however a lack of clear signage and pavement markings create confusion amongst users (Figure 30). This results in informal parking taking place, reducing the capacity of the parking area and creating a hazard for vehicles entering and departing the parking area.

Additional parking is provided on the westbound side of the Great Ocean Road to the west of the arch, near the V-Line bus stop.

Figure 30 Parking Area at Great Ocean Road Memorial Archway



3.2.10 Lorne

The North Lorne Beach car park does not currently have dedicated long vehicle parking areas however it appears to be an ideal location (Figure 31). The location is well served by toilets and showers, BBQ and picnic facilities and good access to the beach. There is however no advanced warning signage on the Great Ocean Road of the parking area and its facilities.

The Visitors Information Centre provided dedicated long vehicle parking at all times within its car park. Bus parking is also provided between the hours of 8:00AM and 9:00PM. Site inspections also suggest that vehicles with caravans use the visitors centre car park to queue for the Lorne Foreshore Caravan Park.

The Lorne Sea Baths car park does not prove long vehicle parking however site inspections suggest there is scope for some on the exit of the park before the access rises to street level. Parking could also be provided on the Cyprus Avenue, although the narrow roadway and lack of turning areas could impact on its use. There is a dedicated long vehicle parking area on the Great Ocean Road next to the exit from the Lorne Sea Baths (Figure 32).

There is the potential for some long vehicle parking around the Lorne Surf Life Saving Club and Scotchman’s Hill Picnic Area. Current on-street angle parking bays are 9.0 metres long and are already used by long vehicles. There is also the potential for parallel long vehicle parking (Figure 33).

On the northern approach to Lorne, there are a number of roadside stops on the Great Ocean Road. These could be used by long vehicles for rest areas, however due to the lack nearby services and amenities it is not recommended to encourage parking here.

Figure 31 North Lorne Beach Car Park



Figure 32 Long Vehicle Parking Area on Great Ocean Road, Lorne



Figure 33 Potential Long Vehicle Parking Area at Scotchman’s Hill Picnic Area, Lorne



3.3 Stage Two Consultation – Talking to the community

Consultation workshops were held on Thursday 27 and Friday 28 March 2014 throughout Surf Coast Shire. The consultation aimed at collating the comments, views and opinions of the local community to supplement the previous survey and consultation that had taken place. Consultation workshops were held at Torquay, Anglesea, Aireys Inlet, Lorne and Winchelsea and were attended by members of the project team from both AECOM and Surf Coast Shire.

The following sections summarise the responses from the consultation workshops.

3.3.1 Study Area Wide

There were a number of comments which were consistent across multiple workshops and were applicable across the entire study area. These were:

- A lack of clear and consistent way finding signage directing road users to the long vehicles facilities which are provided
- Local businesses want to encourage and provide for long vehicle access. However there was a strong opinion that coaches only use toilets and this that this type of usage should be discouraged.
- In addition, tour buses also want to cater for both the community and their users. However, with the current layout of the facilities for some townships, coaches and tour buses are unable provide this benefit to the local community.

3.3.2 Torquay

Attendance and comments for the Torquay workshop were provided from 15 business and residents groups such as 3228 Residents Association, Torquay Tourism and Business Association and Bellbrae Residents Association were represented (a complete list of attendees can be found in the attached attendance list).

The layout of Torquay is divided by the Surf Coast Highway, isolating two main shopping locations.

To the west, known as Surf City, the demand is low for long vehicles due to the nature of shops being retail, however, within this proximity is the Visitor Information Centre. Comments supported the lack of infrastructure for long vehicles, in particular caravans and campervans at the Visitor Information Centre. The current car park only caters for cars, however provides an accessible and separate entry and exit point. It was outlined that the car park is regularly used by long vehicles which often block and obstruct on the circulation lanes.

More concerns were raised to the East of Torquay, in particular issues around school bus stop overs and long vehicle access to the main shopping area surrounding Gilbert Street.

Issues were raised by Coles Coaches about providing formal facilities for buses to stop over during school days between pickup times. Drivers previously used Fischer Street along the east boundary of Taylor Park as a lay-by location before residents expressed their concern with buses blocking views. A suggested solution was to provide a long vehicle bay along Beach Road along the north boundary of Taylor Park. Consultation with opposite land owners would be required however views of the beach front would not be obstructed.

Numerous concerns were raised in regards to long vehicle access and parking facilities to the shopping zone surrounding Gilbert Street. It was expressed by shop owners that due to recent restrictions for long vehicles to stop along Gilbert Street, vehicles could no longer stop at the shopping precinct as no other facilities are provided within close proximity.

The existing bus bay on Pearl Street between Anderson Street and Boston Street has a low utilisation. Feedback from bus drives and local café owners reported that the distance is too far, not only for passengers to walk but also losing passengers were an issue and created long stop over times. It was also expressed that due to the tight geometry of Gilbert Street, manoeuvring around the T-intersection at Pearl Street was difficult for buses. It was commented by bus companies, shop owners and Council that three outlining solutions could be investigated to provide long vehicle facilities along Zeally Bay Road, Gilbert Street and/or Fischer Street (on the southern boundary of Taylor Park).

Residents and travellers also commented on the prospect of utilising the Torquay Football ground for a site catering for self-contained campervans and caravans. Providing facilities for self-containment including a water dump, fresh water and power. Whilst there is a dump point in Messmate Road, it was commented that few people knew of the facility. A possible solution which was raised was to improve awareness via improved signage and communication in local publications.

There were no comments regarding long vehicle use of Bells Beach. Similarly no comments were received about long vehicle use at Jan Juc.

3.3.3 Anglesea

Attendance and comments for the Anglesea workshop were provided from nine business and residents groups including the Anglesea Business and Tourism Association (a complete list of attendees can be found in the attached attendance list).

Issues outlined in the consultation for Anglesea were focused around the facilities for tourism buses. Comments were raised about the excessive volumes utilising public toilets located near Anglesea Paddle Boats (north of Anglesea River). However, more of a concern was the use of the restricted car park next to the toilet facilities. It was commented that the car park, which is restricted to vehicles less than 7.5m, is regularly utilised by buses. Further, issues were raised that buses unsafely pulled off to the side of the Great Ocean Road near the entrance to the car park. Figure 34 shows a bus parked at the car park entrance located near the Anglesea Paddle Boats.

Figure 34 - Parked bus at entrance to car park near Anglesea Paddle Boats.



Concerns were expressed from local businesses that long vehicles have been restricted from the main shopping car park and thus now provide their own snacks and beverages. This resulted in no economic benefit for local traders, but placed a strain on existing infrastructure. The current long vehicle park provided near the Lawn Bowles Club is not an ideal replacement facility, it was also expressed that the current layout made it difficult for long vehicle manoeuvres. The issue outlined by local shop owners is that the location of the long vehicle bays near the Visitor Information Centre are not in close proximity to the main shopping area.

Local business owners commented that reinstating the multiuse parallel car parking in the main shopping car park could allow long vehicles to utilise the car park during off-peak times. It was also suggested that a long vehicle bus bay along Camp Road will provide facilities for tourism buses to pull in and stop near the main shopping area. Loveridge Lookout was discussed as a possible location for long vehicle parking.

It was highlighted that signage could be improved to more adequately direct long vehicles in regards to the available long vehicle facilities. A suggestion was also made to toll the Great Ocean Road at the Great Ocean Road Memorial Arch, to capture and levy the volume of road users. The importance of differentiating between local tourism businesses, who require access to the beachfront and riverbank to remain, and tour buses from Melbourne based operators was discussed. The issuing of permits for local operators was one suggested solution. There was also the request for greater consultation with recreation based business when designing infrastructure and facilities in general.

The attraction of tourist businesses who provide on-site long vehicle parking was raised as a potential way to capture buses that currently do not currently stop in the township.

3.3.4 Aireys Inlet

Attendance and comments for the Aireys Inlet workshop were provided from six business and residents groups including Aireys Inlet and District Association who have 300 local members (a complete list of attendees can be found in the attached attendance list).

Participants at the consultation commented that Aireys Inlet is not a stopping location on the large tour buses itinerary. This was also supported from the initial survey results. The Aireys Inlet Pub commented that small number of Gray Line and AAT Kings buses stop at the Aireys Inlet Pub for coffee. There was a desire by the manager to attract additional buses (up to three at a time).

Aireys Inlet & District Association (AIDA) provided great insight to past work that has shaped the current layout and facilities that are provided in Aireys Inlet. Having members across the Aireys Inlet community, AIDA gave comments from community perspectives that are in line with the views and opinions of the district. AIDA commented that previous community feedback in the space of long vehicle facilities resulted in the two long vehicle bays located near the bottom shops. AIDA stressed on the importance the community has in preserving the natural landscape and the potential affect additional and improper located long vehicle facilities may have to the area. In particular, AIDA raised the concern that long vehicle bays require large areas of paved surface due the turning movement paths of long vehicles as well as the visual eyesore the community felt long vehicles have. In addition, due to the poor number of exit routes from the area, additional long vehicles (in particular long term visitors) may create risks in the event of bush fire evacuation. AIDA developed a traffic management plan that was used for previous work which outlined the direction moving forward for long vehicles. The key outcomes highlighted by AIDA from the plan included restricting long vehicle access to the precinct adjacent to the lighthouse and providing signage that appropriately directs long vehicles. It was also commented that whilst the capacity of the existing facilities are not saturated, provision for two additional spaces opposite the bottom shops would be feasible when the demand required so.

Suggestions were made by participants of the workshop to create a one-way circular route using Inlet Crescent and Lighthouse Road. Allowing safer use of the existing car park located at the end of Lighthouse Road, and also providing easier movements for long vehicle access. In addition, the café located on Federal Street highlighted that removing rocks and bollards in the cafés parking facilities could provide easier access for long vehicles (campervans and mini buses).

It was commented that communication to the community and appropriate road users would more adequately articulate the long vehicle facilities, with the possibility of providing a permit like system for the larger tour bus services visiting local attractions such as the lighthouse as well as local recreational based businesses.

3.3.5 Lorne

Attendance and comments for the Lorne workshop were provided from 17 businesses and local residents (a complete list of attendees can be found in the attached attendance list).

School bus coach drivers between Anglesea and Lorne commented on facilities that are used for stop over bays between pick up times. Issues outlined for Lorne included the use of the long vehicle bay at the Lorne Visitor Information Centre by small vehicles that are restricted if less than 7.5m. Further, low hanging branches obstructed buses parked in the bay (shown in Figure 35).

Figure 35 - Tree obstruction with bus. Location: Lorne Visitor Information Centre long vehicle bay.



In addition, the long vehicle bay located on Great Ocean Road at the intersection of Grove Road is only 6.5m between marked signs. Comments were made that if the signs were extended slightly it would allow buses to manoeuvre easier into and fit within the bay.

Tourism buses that utilise the gravel car park near Lorne Point commented that they do so as Lorne is not a marked destination as a food and toilet stop on their itinerary. With their previous stop in Anglesea just 40min away (at which a self-catered morning tea is often provided) Lorne is a destination for only a short sightseeing stop over. Lorne Point was commented to provide a great elevated view of Lorne for passengers to take photos and due to time constraints is limited to 10min. It was also mentioned that long vehicle facilities at Lorne Point would help serve the demand for tourism buses. Drivers recognise that stopping within the Lorne town centre would bring revenue and expenditure from passengers; however when looking at the whole itinerary and movement along Great Ocean Road, having a longer stop over would mean compensating and impeding on stop overs in other townships within the Surf Coast Shire.

It was noted that since the closure of Smith Street, long vehicles (in particular rubbish trucks) have issues accessing and manoeuvring within the street.

A representative from the Barwon Health Dental Van outlined the proposed future services it will be providing to Lorne. Facilities are currently scarce for the van that requires adequate parking and 32 amp power. Recommendations were suggested about providing such a site that may be incorporated with caravan and campervan facilities.

Residents and shop owners outlined the lack of facilities for caravans and campervans to park along the main shopping strip and at the Food Works supermarket. Shop owners and residents acknowledged the importance of providing facilities for tourists to stop and the economic benefit it brings to Lorne as this type of long vehicle user does spend money in the town. Suggestions were made for more four hour parking facilities; provision of long vehicle parking within the Grove Road car park; longer parking bays for caravans and campervans along the main street; grass area near the pool to be reinstated as a parking lot; adjustments to the loading and bus bay layout on the northern end of the shopping strip near Otway Street; satellite parking and services into town; and to provide appropriate signage on entry to Lorne to advise long vehicles where parking facilities exist.

3.3.6 Winchelsea

Attendance and comments for the Winchelsea workshop were provided from 15 businesses including the Winchelsea Business Traders Association and residents (a complete list of attendees can be found in the attached attendance list).

Duplication road works along the Princes Highway are currently being undertaken through Winchelsea. Current plans will change some intersections and the interaction with the Highway. The duplication provides opportunities to incorporate new long vehicle facilities within the township and comments from local shop owners and residents suggested two main locations; the Visitor Information Centre and the shopping strip located between Hesse Street and Palmer Street.

The Visitor Information Centre was suggested as a location to provide formal long vehicle parking facilities by both the working volunteers at the Visitor Information Centre and nearby coffee shops. Currently the large open parking space is utilised by trucks as it is in close proximity to public toilet facilities. Ideas were suggested around incorporating a structured parking layout to allow trucks to stop and then easily continue along the Highway.

Current duplication of the Princes Highway includes signalling the intersection of the Highway and Hesse Street, located near the shopping strip, bank, post office and Barwon Hotel. Change to bridge structures that cross the Barwon River, provides additional space for the opportunity of dedicated long vehicle bays along the Highway. This suggestion by local shop owners would mean long vehicles would be able to stop without having to pull off the Highway and continue travel West towards Colac and onwards to Warrnambool.

In addition, ideas were put forward from the Barwon Hotel to potentially incorporate facilities for long vehicles in and around the BBQ facilities outside the Barwon Hotel. This circular movement would also provide an easy in and out movement for long vehicles. Surf Coast Shire advised that a waste dump point is to be installed at this location.

The owners of The Vault identified tour buses stop near the corner of Hesse Street and the Princes Highway. There was space to accommodate these buses who patronise The Vault. The owners of the Mt Moriac Hotel indicated they had plans to better accommodate long vehicles at their site.

Comments were also raised to investigate facilities for self-contained vehicles on the northern side of the river near the Winchelsea pool. Currently vehicles are prohibited to utilise this rest area for overnight stay. Suggestions were made for more appropriate signage or providing facilities to cater for such vehicles in this location.

Traders view Winchelsea as a strategic stopping point between Melbourne and Warrnambool and the western end of the Great Ocean Road. High quality toilet facilities to compliment long vehicle parking were a common request. In general, support from the community was given to adequately cater for long vehicles due to the economic benefit it provided the town.

4.0 Issues and Opportunities

Based on the information gathered and presented in Section 3.0, a consolidated set of key issues and opportunities was compiled. These are organised by location or ‘hot spot’ and are shown schematically in Appendix A.

4.1 Study Area Wide

- 1) Opportunity to provide additional long vehicle parking in town centres throughout the study area.
- 2) Pressure on existing infrastructure (toilets, picnic areas, bins etc.) from long vehicles, which does not necessarily translate into economic benefits for local businesses.
- 3) Wayfinding which directs road users to long vehicle parking and amenities is not always clear and consistent throughout the study area.
- 4) Local businesses want to encourage long vehicle to stop in the townships throughout the study area and the economic benefits that come from increase visitation. This is especially the case during the off-peak winter period. A number of local businesses also rely on long vehicle access and parking to conduct their own operations.

4.2 Torquay

- 5) Surf City Precinct

There is a demand for long vehicle parking at the Visitor Information Centre and Surf World Museum on Beach Road. The existing car park serves multiple attractions in the area and is at capacity during peak periods. There is currently no provision of long vehicle bays within the car park.

- 6) Gilbert Street Retail / Foreshore Precinct

There is a demand for additional long vehicle parking in close proximity to the town centre. This results in a loss of potential patronage to local business from both organised tour groups and self-guided long vehicle users. There are current concerns with Fischer Street opposite Taylor Park being used as a school bus layover.

4.3 Bells Beach

- 7) Bells Beach Surfing Recreation Reserve

The site is a popular location for visitors to the region. Surf Coast Shire has introduced a licencing system for tour operators to control the number of commercial tour operators visiting the site. Since the introduction of licencing, an increase in tour buses has been observed at a number of nearby locations, namely Anglesea.

4.4 Anglesea

- 8) Main Shopping Strip

Following the removal of long vehicle parking from the main car park, long vehicles are encouraged to park at the Bowls Club. The current parking arrangement at the bowls club is not ideal and is not well signed for vehicles on the Great Ocean Road. There are also safety concerns regarding the location of school bus stops at the western end of the car park.

- 9) Riverbank

Tour buses have been observed parking illegally on the riverbank near Four Kings car park, and sometimes within the car park. This location is used for its close proximity to public toilets. Some tour buses have been observed providing their own morning tea to patrons at this location.

The signage directing road users to the existing long vehicle parking to the south of the Visitor Information Centre is not prominent to road users.

4.5 Aireys Inlet

- 10) Top Shops

There is a demand for long vehicle parking at the Top Shops on the Great Ocean Road between Alice Road and Albert Avenue, where no dedicated long vehicle parking is currently provided. In peak periods long vehicles have been observed parking in the V-line bus stops.

- 11) Lighthouse Precinct

The lighthouse precinct is a popular attraction in Aireys Inlet. It is however surrounded by residential dwellings and is accessible only by narrow, unsealed roadways. As a result, long vehicles are banned from entering the lighthouse precinct. There is also a lack of parking on the edge of the precinct which is appropriate for long vehicles. This has impacted upon local businesses who rely on visitation from passing traffic and also those who rely on access to undertake school and study tours in the precinct.

Current long vehicle parking is provided on the Great Ocean Road and on Inlet Crescent next to the skate park; however this is still approximately 500 metres from the lighthouse and down a steep hill.

4.6 Great Ocean Road Memorial Arch

- 12) Car Park Access and Layout

The Great Ocean Road Memorial Arch is a popular destination for visitors to the area, and as a result the road side car park is often at capacity. The internal layout of the car park is unclear to users, which can lead to inefficient use of the space and blocking of the accesses. This creates a safety issue for vehicles entering and exiting the car park.

There is also a lack of signage delineating between bus and car accesses on both approaches to the car park.

4.7 Lorne

- 13) Main Shopping Strip and Foreshore

There is a demand for additional long vehicle parking throughout the main shopping strip and at beachfront locations throughout Lorne. This is impacting on local businesses who have found a drop in business from both tour buses and self-guided long vehicle users who continue through the town without stopping due to a lack of parking. Long vehicles have also been observed occupying multiple car parking spaces or parking illegally due to a lack of dedicated larger spaces.

4.8 Winchelsea

- 14) Visitor Information Centre

There is currently no dedicated long vehicle parking area near the Visitor Information Centre and the public toilets. This location is heavily used as a stopover for vehicles travelling towards Geelong and Melbourne which can result in an inefficient use of the area, as users are unsure where to park.

- 15) Hesse Street Shops

The plans for the Princes Highway duplication indicate that long vehicle parking will be maintained within the main shopping strip car park. This is important for local businesses to ensure that patronage from tourist and freight vehicles is maintained. There also appears to be an opportunity to provide additional long vehicle parking on-street on the Princes Highway westbound carriageway opposite the shops.

5.0 Mitigation Measures

At this stage of the solution identification process, measures were not ruled in or out, but simply raised for consideration. This is an exercise in determining all possible measures that could mitigate the issues identified in the previous sections. A brief description of the measures is provided in Table 2. Where applicable, discussion is also provided around the benefits, constraints and other factors impacting on the implementation of the measure.

Table 2 Potential Mitigation Measures

Issue	Measure	Description	Discussion
Study Area Wide			
2	Long Vehicle Tolls	The introduction of a toll on the great ocean road for long vehicles users. The proceeds from this would be used to reinvest in the construction and maintenance of facilities including toilets, picnic area, waste dump points and rest areas. Tolls could be applied to all tourism based long vehicles or restricted to select categories. Surf Coast Shire currently collects fees from commercial operators using their permitted sites, including Bells Beach. Operators who bypass these locations and park in roadside stops, or run informal tours along the Great Ocean Road are currently not required to contribute fees.	
3	Wayfinding Strategy	A way finding strategy would seek to inform road users of the location and availability of facilities throughout the study area. This can be achieved by locating facilities in accessible and visible locations and reinforcing this with signage where appropriate. Any signage should be consistent across the study area. The strategy could involve measures such as a visitor information map or GPS and application based information.	Consideration should be given to the level of existing signage to ensure drivers are not overloaded with information and to also maintain the amenity of the area for non-road users.
	Visitor Information Map	A visitor information map which shows the location of long vehicle facilities throughout the Shire. Such facilities include parking, rest areas, public toilets, information centres, picnic facilities and waste dump points. This map would be readily available online and at Visitor Information Centres throughout Surf Coast Shire. It could also be rolled out across neighbouring councils to form a regional map.	
	GPS and Application Based Information	Liaise with GPS providers and discuss the inclusion of long vehicle facilities as “points of interest” on devices. An alternative to this is the development of a smart phone application containing information for long vehicle users. The development of any smartphone application could include a range of attractions including restaurants and tourist attractions and could encompass the Great Ocean Road region beyond Shire boundaries,	
4	Permit System for Local Business	Permits would be issued to local businesses who rely on long vehicle access and parking to undertake their activities. Designated areas could be set aside for permit holders for periods of the day, and then returned to general parking at other times. The review and issue of permits periodically ensures that the number of long vehicles at each location can be effectively managed.	GORCC currently have a permit system in place for local business which use foreshore areas they manage.
Torquay			
5	Indented parking on Beach Road	Long vehicle parking to be provided on Beach Road as indented parallel parking bays. This location would provide access to the Visitor Information Centre, Surf World Museum and also the nearby retail premises and removes the need to for long vehicles to enter the often congested off-street car park. Buses can return to the Surf Coast Highway by continuing on Beach Road and turning left on to Baines Crescent.	
	Long Vehicle Parking in Existing Car Park	Drive through long vehicle parking can be provided by within the existing information centre car park by converting two end-to-end 90° car parks into a single drive through long vehicle bay. This would however reduce the capacity of the car park.	There is no median between the existing parking bays, so implementation would only require the removal of wheel stops.
5,6	Satellite parking	Satellite long vehicle parking could be used as a parking area for long vehicles following a drop off of passengers in either the town centre or Visitor Information Centre / Surf World Museum precinct. This site could also be used for school buses between services. Potential locations for this are Spring Creek Reserve, Council Offices on Merrijig Drive, or schools, which during peak visitation are often vacant due to school holidays. Amenities including bins, public toilet, picnic benches should be provided. This measure would have to be accompanied by short term parking areas within both precincts to allow for the drop off of passengers. In peak periods, the satellite parking could be opened to general parking, connected to the activity centres and beach front with public buses.	

Issue	Measure	Description	Discussion
6	Parking on Zeally Bay Road	Currently Zeally Bay Rd is used by long vehicles as it provides parallel parking relatively close to both the beachfront and the town centre. This could be formalised by creating dedicated long vehicle parking areas. The most appropriate location would be between Cliff Street and Walker Street due to its proximity to the retail outlets. An alternative location is on the north side of Zeally Bay Road within the existing 90° parking area. This proposal would however result in the loss of a large number of parking spaces. This parking would be short-term only, to encourage a high turnover of vehicles and could be restricted to buses to ensure that high numbers of visitors are generated from the parking space. Time based restrictions could be placed on the use of this area by long vehicles (i.e mornings only, when tour buses are likely to stop) and could be used by general traffic at all other times.	
	Parking on Gilbert Street	Parallel parking is currently in place on both sides of Gilbert Street. Some of this could be converted to dedicated long vehicle parking. This would bring visitors into the heart of the town centre and encourage business for local retailers. This parking would be short-term only, to encourage a high turnover of vehicles and could be restricted to buses to ensure that high numbers of visitors are generated from the parking space. Time based restrictions could be placed on the use of this area by long vehicles (i.e mornings only, when tour buses are likely to stop) and could be used by general traffic at all other times.	
	Parking on Fischer Street	There are currently five indented parallel parking spaces on Fischer Street between Bristol Street and Zeally Bay Road. These are located on the edge of the retail precinct and could be converted to a dedicated long vehicle parking area. This parking would be short-term only, to encourage a high turnover of vehicles and could be restricted to buses to ensure that high numbers of visitors are generated from the parking space. Time based restrictions could be placed on the use of this area by long vehicles (i.e mornings only, when tour buses are likely to stop) and could be used by general traffic at all other times.	
	Gilbert Street to Become One-Way	Gilbert Street to be restricted to westbound movements only, with entry provided at The Esplanade. By implementing a one-way street, 90° parking bays can be provided on the north side of the street, significantly increasing parking supply. Some of the parallel parking on the south side of the street could therefore become dedicated long vehicle bays without impacting on parking provision within the town centre. This parking would be short-term only, to encourage a high turnover of vehicles and could be restricted to buses to ensure that high numbers of visitors are generated from the parking space. Time based restrictions could be placed on the use of this area by long vehicles (i.e mornings only, when tour buses are likely to stop) and could be used by general traffic at all other times.	Surf Coast Shire indicated that this measure has been proposed in the past with the intention of creating wider footpaths to permit al fresco dining and a more pedestrian friendly streetscape.
	Parking at Point Danger / Back Beach	The indented parallel parking provided on The Esplanade at Torquay Back Beach, to be converted to dedicated long vehicle parking bays. This will provide an alternative to the town centre for those long vehicle users who want to access the beach but not necessarily the retail precinct. This would also seek to mitigate the informal parking on grassed areas which currently takes place around Point Danger and Torquay Back Beach.	
	Parking at Fisherman's Beach	Dedicated long vehicle parking to be provided at the southern section of the Fisherman's Beach car park. This could be provided either on-street on the beachfront side of The Esplanade or within the Fisherman's Beach carp park. This will provide an alternative to the town centre for those long vehicle users who want to access the beach but not necessarily the retail precinct.	GORCC are currently developing a plan for Fisherman's Beach which involves a reconfiguration of the car park.
	Parking at Elephant Walk	Dedicated long vehicle parking to be provided within Elephant Walk car park. Due to space constrains, access may be limited to small buses and caravans. This location would provide access to both the beach and Gilbert Street retail precinct.	GORCC are developing a plan for Elephant Walk which involves an upgrade of the car park and its access on to the Esplanade.
Bells Beach			
7	Maintain Licence Conditions	Maintain the licensing system for commercial operators using the site. This will enable Surf Coast Shire to manage the number of long vehicles accessing the site and will need to be reinforced by alternate stopping locations throughout the study area.	Surf Coast Shire is currently coordinating the Bells Beach Task Force which is developing a vision for the site.
Anglesea			
8	Reinstate Long Vehicle Parking at Shopping Strip	Long vehicle parking was previously provided within the main shopping strip car park, but has since been converted to parallel parking for general traffic. Consultation suggested that local business are supportive of reinstating the long vehicle parking and the increase in business it is expected to create. According to the businesses within the shopping strip, the removal of this parking resulted in a drop in business.	This would result in a reduction in the total number of available car parks.
	Improved Parking at Anglesea Bowls Club	The Anglesea Landscape Plan (2011) includes provision for five 90° long vehicle parking spaces within the Anglesea Lawn Bowls Club car park. Whilst the provision of these spaces in the car park is welcome, accessing these parks will be difficult for some long vehicles, including larger buses and cars towing caravans and boats. Rather than requiring vehicles to reverse into spaces, it is recommended that parallel or drive through 90° bays are provided.	

Issue	Measure	Description	Discussion
8	Parking on Camp Road	Long vehicle parking to be provided on Camp Road north of the shopping strip car park access. This was originally proposed as an alternative to the school bus stops currently in the shopping strip car park. Outside of school pick and drop off hours however, this area could be used by tour buses or self-guided long vehicles to access the shopping strip. Stops would only be provided in the south bound direction, with all users required to use McDougall Street and Walker Street to access the bays. A dedicated space would be required for the V-Line bus service which operates through Anglesea. Current legislation requires the public transport bus stops are clear zones at all times. Upgrades including bus shelters and hardstand areas would be required. This measure would remove buses from the busy shopping strip car park and increase provision of long vehicle parking outside of school pick-up and drop-off hours.	
	Parking on Cameron Road	A parallel long vehicle parking area to be considered on either side of Cameron Road opposite the Anglesea Bowls Club. Vehicles accessing bays on the south side would enter from the Great Ocean Road via Cameron Road and exit west via the Camp Road – Great Ocean Road – Cameron Road roundabout. Vehicles accessing bays on the north side would This would remove the need to provide parking within either the main shopping area or the bowls club car park. Upgrades to long vehicle facilities in this area should be accompanied by an upgrade of pedestrian facilities across the Great Ocean Road.	Surf Coast Shire have previously raised the option of providing bays on the north side of Cameron Road. And have had preliminary discussions with VicRoads about pedestrian facility upgrades.
9	Parking at Loveridge Lookout	Loveridge Lookout to be advertised as a location for long vehicles not wishing to access retail premises or the beachfront. The location provides scenic views of the coastline and provides an alternative to the riverbank. Those tour buses observed providing their own refreshments to patrons could do this at the lookout, relieving the current pressures on existing infrastructure on the riverbank. In order to make this an attractive location for long vehicle users, it is recommended that toilet facilities are installed. A waste dump point could also be considered for use by self-contained long vehicle users.	
	Riverbank car park access treatment	To physically prevent long vehicles from entering the riverbank car park, treatments should be considered for the car park access. These can be in the form of an overhead arch or gantry, restricting access to vehicles of a certain height or alternatively the access could be narrowed, restricting access to vehicles of a certain turning circle.	
	Parking delineation at riverbank	In order to discourage long vehicles from parking in general parking locations, specifically near the riverbank car park and visitor information centre, these areas should be delineated as car parking areas. Delineation could come in the format of line marking or through the introduction of infrastructure (landscaping, kerb outstands) which physically prevents long vehicles from parking in locations they are not permitted to.	
Aireys Inlet			
10	Parking at Top Shops	Parallel parking to be provided within the top shops car park. There are currently three parallel car parking bays at the entrance to the car which could be converted to dedicated long vehicle parking. This would result in an overall loss of parking for the shopping precinct but could potentially increase total visitation if high occupancy vehicles (i.e. buses) were using the bays.	Surf Coast Shire is currently undertaking a parking study in this area looking specifically at parking demand and supply and the location of bus stops.
11	Parking on Inlet Crescent	Parallel long vehicle parking to be provided on Inlet Crescent, providing pedestrian access to the lighthouse. One option is in the eastbound direction, near Bark Hut Reserve, on Inlet Crescent. An alternative is in the westbound direction, near the intersection with Reserve Road. This would complement the parking provided at the western end of Inlet Crescent, near the skate park. Both locations provide toilet facilities, with one closer to the shopping strip and picnic facilities, while the other is located close to the lighthouse precinct. Restrictions could be applied to these spaces to prevent large touring buses from entering the precinct, allowing only smaller vehicles and self-guided users. Similarly this location could be restricted to use by long vehicles associated with local businesses using a permit system. Restrictions could be applied to surrounding roads, limiting long vehicles to Inlet Crescent.	The Bark Hut Reserve long vehicle parking has been proposed previously and was not implemented
	Parking at Split Point Car Park	Parallel parking to be provided on Eagle Rock Parade in the westbound direction, next to the Split Point Car Park. This arrangement would require no alterations to the existing Split Point Car Park layout, however some minor civil works may be required to ensure a level and safe laydown area for long vehicle passengers. This location allows access to the lighthouse precinct without performing difficult and at times dangerous reversing manoeuvres. This parking area would be accessed by vehicles from the Great Ocean Road via Beach Road, and exited along Lighthouse Road and Inlet Crescent. Restrictions should be applied to these spaces to prevent large tour buses from entering the precinct, allowing only smaller vehicles and self-guided users. Similarly this location could be restricted to use by long vehicles associated with local businesses using a permit system. Restrictions should be applied to surrounding roads, limiting long vehicle access to the approved route.	Changes to Split Point Car Park have been proposed previously and were not implemented.

Issue	Measure	Description	Discussion
Great Ocean Road Memorial Arch			
12	Revised Approach Signage	Advanced warning signage to be placed on the westbound approach to the car park, which also differentiates the long vehicle and general traffic access. This should be consistent with the signage currently provided on the eastbound approach.	
	Expand Car Park	The memorial arch car park is often at, or over, capacity. This can result in vehicles queuing and parking back on to the Great Ocean Road. Expanding the car park would address the capacity issue which currently exists by providing additional parking spaces. It is understood that this area is under the control of GORCC and VicRoads and any alterations would require their approval.	Extension of the car park is not a preferred option, due to its location on the foreshore. It is the preference of the study team to minimise the footprint of parking areas on the foreshore where possible.
	Redesign Internal Car Park	An alternative to expanding the car park, and addressing the capacity issue, is an internal redesign of the car park which would seek to more efficiently use the existing area. The redesign would seek to formalise separate areas for long vehicles and cars and remove the levels of informal parking which currently takes place and significantly reduces the capacity of the parking area. Signage within the car park could also notify users of the parallel parking located to the west of the car park in the event that it is at capacity. It is understood that this area is under the control of GORCC and any alterations would require their approval.	
Lorne			
13	Grove Road Car Park	Grove Road car park, located at the end of Grove Road next to the Lorne Sea Baths, is a potential location for additional long vehicle parking. It has the benefit of being located in close proximity to both the beachfront and main shopping strip. This parking would be short-term only, to encourage a high turnover of vehicles. And could be restricted to buses to ensure that high numbers of visitors are generated from the parking space. Time based restrictions could be placed on the use of this area by long vehicles (i.e mornings only, when tour buses are likely to stop) and could be used by general traffic at all other times.	The inclusion of any parking within the Grove Road car park would result in the loss of general parking spaces and require long vehicles to navigate the steep access from the Great Ocean Road. Consultation would be required with GORCC, who manage the car park.
	Increase On-Street Provision	Currently one long vehicle parking bay is provided on the Great Ocean Road. An increase to this would allow an increased number of long vehicle users to stop in the town and visit the local town centre. It would however result in a loss of general parking spaces. Potential locations for additional parking are on Grove Road between Smith Street and the Great Ocean Road and on Erskine Falls Road between Brownes Lane and the Great Ocean Road. This parking would be short-term only, to encourage a high turnover of vehicles. Additional restrictions could include to bus only, to ensure that high numbers of visitors are generated from the parking space, or time based restrictions, permitting long vehicle parking only within expected peak periods (for example between 10:00 am and 12:00 mid-day).	Both locations were selected due to their lack of an active street frontage. Both are also currently loading zones, which could be managed by placing time based restrictions on the areas use by long vehicles, permitting loading at all other times.
	Parking at North Lorne	North Lorne Beach car park to be signed as a long vehicle rest area. The location has much of the infrastructure required for self-guided long vehicle users, including toilets, showers, picnic area and close proximity to the beach front. A waste dump point could also be considered for use by self-contained long vehicle users. Parallel long vehicle parking to be provided in the car park, which will result in the loss of some general parking spaces.	GORCC have indicated that this is a relatively quiet location and would prefer to maintain the existing level of utilisation. They are, however, not opposed to the inclusion of a parking bay for self-guided long vehicle users.
	Parking at Scotchmans Hill	Through consultation and site inspections, Scotchmans Hill has been identified as a popular destination for long vehicles. The location is within walking distance to the beachfront and the main retail strip and has toilet and picnic facilities. In order to accommodate this demand it is recommended that the indented parallel parking spaces currently provided east of Beal Street are converted to dedicated long vehicle parking bays.	
	Point Grey Satellite Parking	Satellite long vehicle parking to be provided at Point Grey. This could be used as a parking area for long vehicles following a drop off of passengers in either the town. Existing amenities at Point Grey include toilet and picnic facilities. A waste dump point could also be considered for self-contained long vehicle users. This measure would have to be accompanied by short term parking areas within the town centre to allow for the drop off of passengers. In peak periods, the satellite parking could be opened to general parking, connected to the activity centres and beach front with public buses.	GORCC are currently planning a redevelopment of Point Grey. It is expected that this plan will provided a number of dedicated long vehicle parking bays within the car park. GORCC have indicated that whilst they support the use of Point Grey as a stopover location for long vehicles, they would not encourage the use of the area for long term parking.

Issue	Measure	Description	Discussion
Winchelsea			
14	Parking on Barwon Terrace	Parallel long vehicle parking to be provided at the south end of Barwon Terrace in the northbound direction, near the toilet block and Visitor Information Centre. There is currently parallel parking provided on Barwon Terrace from this location to beyond the Winchelsea Swimming Pool This site ensures ease of access to toilets, the visitor information centre, the riverbank, picnic facilities and nearby cafes. The provision of dedicated long vehicle parking will address the high level of informal parking that takes place in peak periods and ensure the efficient use of the available space.	This area is beyond the scope of the Princes Highway Duplication works. It is currently used for parallel parking and implementation would only require an update of signage.
	Parking Behind Visitor Information Centre	Parallel parking to be provided on area between the Visitor Information Centre (VIC) and Wills Street for eastbound vehicles. The current duplication plans show that the area behind the VIC is available for parking. This section of Wills Street is however two-way, preventing eastbound vehicles from entering parallel bays to the south of Wills Street. For this measure to be adopted Wills Street would have to be restricted to one-way eastbound circulation. This parking would reduce the capacity of the area, which currently allows for informal 90° parking. The site ensures ease of access to toilets, the visitor information centre, the riverbank, picnic facilities and nearby cafes. The provision of dedicated long vehicle parking will address the high level of informal parking that takes place in peak periods and ensure the efficient use of the available space.	As this area is within the Princes Highway Duplication scope of works any alterations to the existing plans would require consultation with, and ultimately approval from, VicRoads.
15	Parking at Main Shops	Parallel parking to be provided on the Princes Highway westbound carriageway, just west of Palmer Street. The current Princes Highway duplication layout plans suggest there is scope to include long vehicle parking in this location. This will increase the provision of parking for long vehicles, including buses and freight vehicles, who want to access the shopping strip, riverbank and nearby public toilets without having to manoeuvre within the main shopping strip car park. Any changes to the plans would require consultation with VicRoads, who are managing these works.	Any alterations to the existing plans would require consultation with, and ultimately approval from, VicRoads who are managing duplication works.

6.0 Action Plan

The action plan recommends a suite of measures which address the issues associated with long vehicle use. These recommended measures should not be treated as isolated, site specific measures responding to local concerns. They should be considered as an integrated response, contributing to a broader set of strategic objectives. The following strategic objectives were identified for this study and used to develop the action plan:

- 1) Encourage and promote Surf Coast Shire and its townships as tourist attractions
- 2) Facilitate the safe and efficient parking and movement of long vehicles throughout the study area
- 3) Maintain the appeal of the region for tourists, local residents and local businesses

A summary of the recommended measures is provided in Table 3 and shown schematically in Appendix B. Each of the recommended measures not only addresses an identified issue but seeks to achieve the study's strategic objectives. If a measure was in conflict with any of these objectives it was not considered.

A priority level was also assigned, providing guidance on how the introduction of the measures could be staged. The three levels of priority are:

- **High:** measures to be implemented immediately to address an existing issue. Measures require minimal planning and/or capital works;
- **Medium:** measures require planning and/or significant capital works in order to be implemented; and
- **Low:** longer term measures which require monitoring and further investigation prior to implementation.

Table 3 Recommended Measures

Issue			Recommended Measure		Priority Level	Action Plan
Study Area Wide						
1	Lack of long vehicle parking		-	See location specific measures below	-	-
2	Pressure on existing infrastructure		-	See location specific measures below	-	-
3	Wayfinding		1	Wayfinding Strategy	High	Implementation by Surf Coast Shire.
			2	Visitor Information Map	High	Surf Coast Shire to consult with local authorities and neighbouring LGAs to develop content and define geographical boundaries of information.
			3	GPS and Application Based Information	Low	Surf Coast Shire to develop with other stakeholders based on the data collected for the visitor information map.
4	Local business concerns		4	Permit System for Local Business	Low	Monitor success of recommended high and medium priority measures before implementing.
			-	See location specific measures below	-	-
Torquay						
5	Surf City Precinct		5	Long Vehicle Parking in Existing Surf Car Park	High	Implementation by Surf Coast Shire to address the issue.
			6	Indented Parking on Beach Road	Medium	Implementation by Surf Coast Shire after monitoring success of long vehicle parking within the existing car park.
6	Gilbert Street Retail / Foreshore Precinct		7	Parking on Fischer Street	High	Implementation by Surf Coast Shire.
			8	Parking on Gilbert Street	High	Implementation by Surf Coast Shire.
			9	Parking at Fisherman’s Beach	High	Surf Coast Shire to consult with GORCC in developing their plans
			10	Parking at Elephant Walk	High	Surf Coast Shire to consult with GORCC in developing their plans
			11	Gilbert Street to Become One-Way	Low	Surf Coast Shire to consider incorporate long vehicle parking in any Gilbert Street redevelopment plans
			12	Satellite Parking	Low	Monitor success of recommended high and medium priority measures before implementing.

Issue		Recommended Measure		Priority Level	Action Plan
Bells Beach					
7	Bells Beach Surfing Recreation Reserve	13	Maintain Licence Conditions	High	Implementation by Surf Coast Shire. Measures at other locations within the study area to encourage long vehicles away from the site.
Anglesea					
8	Main Shopping Strip	14	Parking on Cameron Road	High	Implementation by Surf Coast Shire. Consultation with VicRoads required regarding pedestrian facility upgrades.
9	Riverbank	15	Riverbank car park access treatment	High	Implementation by Surf Coast Shire.
		16	Parking Delineation at Riverbank	Medium	Monitor the success of the wayfinding strategy, and its impact on reducing parking at the riverbank, before implementing.
		17	Parking at Loveridge Lookout	Low	Monitor success of recommended high and medium priority measures before implementing.
Aireys Inlet					
10	Top Shops	-	-	-	It is not recommended to make any changes to the existing Top Shops car park. A parking study is currently being undertaken by Surf Coast Shire.
11	Lighthouse Precinct	18	Parking at Split Point Car Park	High	Consultation with GORCC required as they are the managing authority
Great Ocean Road Memorial Arch					
12	Car Park Access and Layout	19	Revised Approach Signage	High	Consultation with VicRoads required.
		20	Redesign Internal Car Park	High	Consultation with GORCC required as they are the managing authority.
Lorne					
13	Main Shopping Strip and Beachfront	21	Increase On-Street Provision	High	Implementation by Surf Coast Shire.
		22	Parking at Scotchmans Hill	High	Implementation by Surf Cast Shire.
		23	Point Grey Satellite Parking	Low	Monitor success of recommended high priority measures before implementing.
Winchelsea					
14	Visitor Information Centre	24	Provision of Long Vehicle Parking on Barwon Terrace	High	Implementation by Surf Coast Shire.
15	Main Shopping Strip	25	Provision of Long Vehicle Parking at Hesse Street Shops	Medium	Consultation required with VicRoads.

7.0 Conclusion

Following the information gathering process, four main long vehicle user groups were identified within the study area. These were tour buses, self-guided tourists (caravans or motorhome), local tourism business related (minivans) and public transport vehicles (including school buses). A range of issues and ‘hot spot’s associated with long vehicle use were identified. Issues consistent across the study area included:

- 1. Lack of long vehicle parking
- 2. Pressure on existing infrastructure
- 3. Wayfinding
- 4. Local business concerns

Site specific issues or ‘hot spots’ were also identified, including:

- Torquay
 - 5. Surf City Precinct
 - 6. Gilbert Street Retail / Foreshore Precinct
- Bells Beach
 - 7. Bells Beach Surfing Recreation Reserve
- Anglesea
 - 8. Main Shopping Strip
 - 9. Riverbank
- Aireys Inlet
 - 10. Top Shops
 - 11. Lighthouse Precinct
- Great Ocean Road Memorial Arch
 - 12. Car Park Access and Layout
- Lorne
 - 13. Main Shopping Strip and Beachfront
- Winchelsea
 - 14. Visitor Information Centre
 - 15. Main Shopping Strip

In order to address these issues an Action Plan was developed for council which includes a recommended set of mitigation measures. This Action Plan prioritises each measure and provides guidance on implementation, including responsible authorities.

The high priority measures from the Action Plan for each ‘hot spot’ throughout the study area are provided below. These all address an existing issue and require minimal planning or capital works.

- Study Area Wide
 - Wayfinding Strategy
 - Visitor Information Map
- Torquay
 - Parking in Existing Surf City Car Park
 - Parking on Fischer Street
 - Parking on Gilbert Street

- Parking at Fisherman’s Beach
- Parking at Elephant Walk
- Bells Beach
 - Maintain Licence Conditions
- Anglesea
 - Parking on Cameron Road
 - Riverbank car park access treatment
- Aireys Inlet
 - Parking at Split Point Car Park
- Great Ocean Road Memorial Arch
 - Revised Approach Signage
 - Redesign Internal Car Park Layout
- Lorne
 - Increase On-Street Parking Provision
 - Parking at Scotchmans Hill
- Winchelsea
 - Parking on Barwon Terrace
 - Parking at Hesse Street Shops

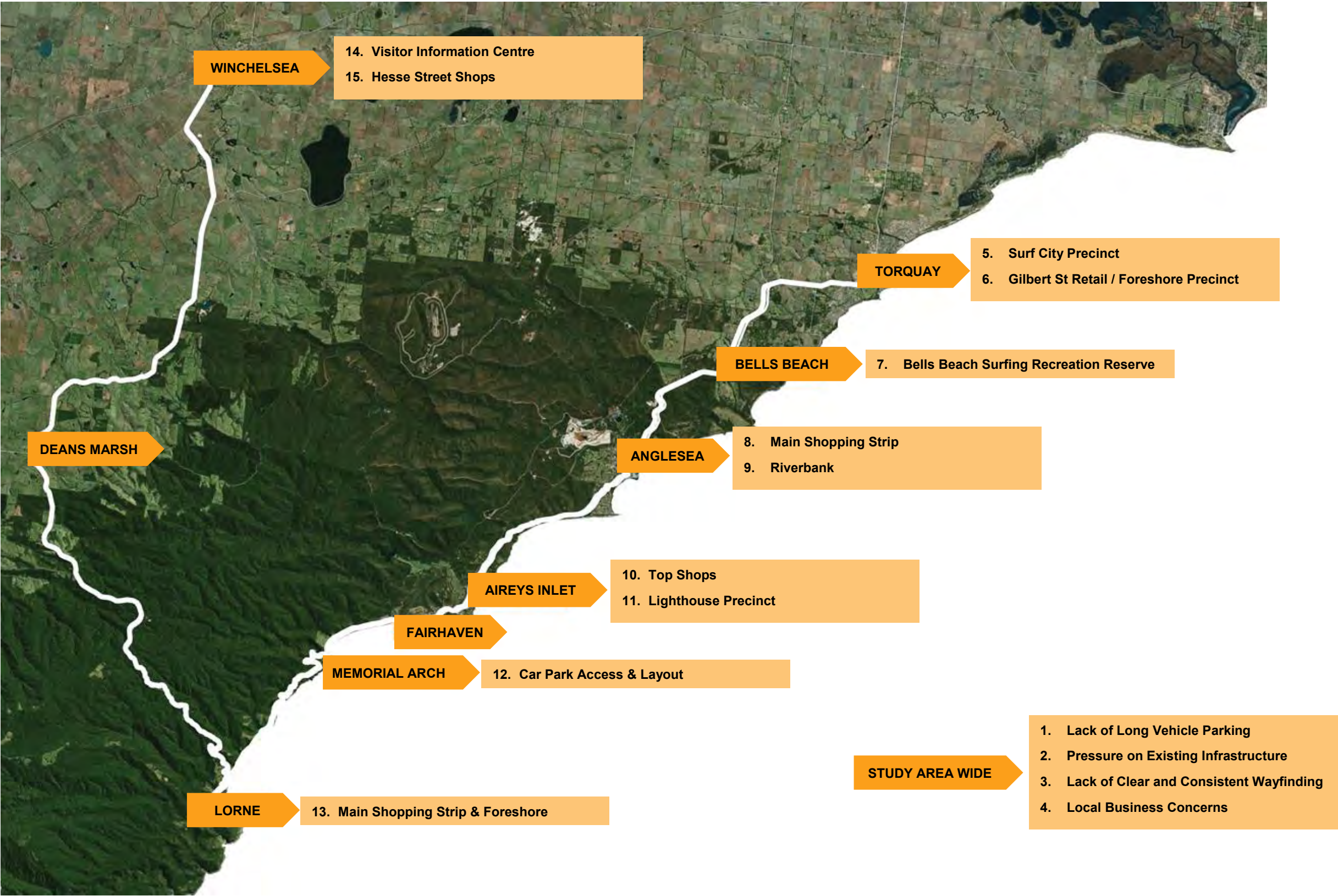
The Action Plan seeks to improve information provision to long vehicle users and also improve long vehicle infrastructure with relatively small upgrades at a number of locations. It is intended that these in combination will spread the load of long vehicles cross the study area, ensuring no single location is overburdened whilst neighbouring sites lay idle.

It is recommended that these measures are not treated in isolation, but rather as an integrated response to the identified issues. Additional medium and low priority measures have been recommended which require more planning, consultation and monitoring before implementation.

Appendix A

Issue and Opportunity ‘Hot Spot’ Maps

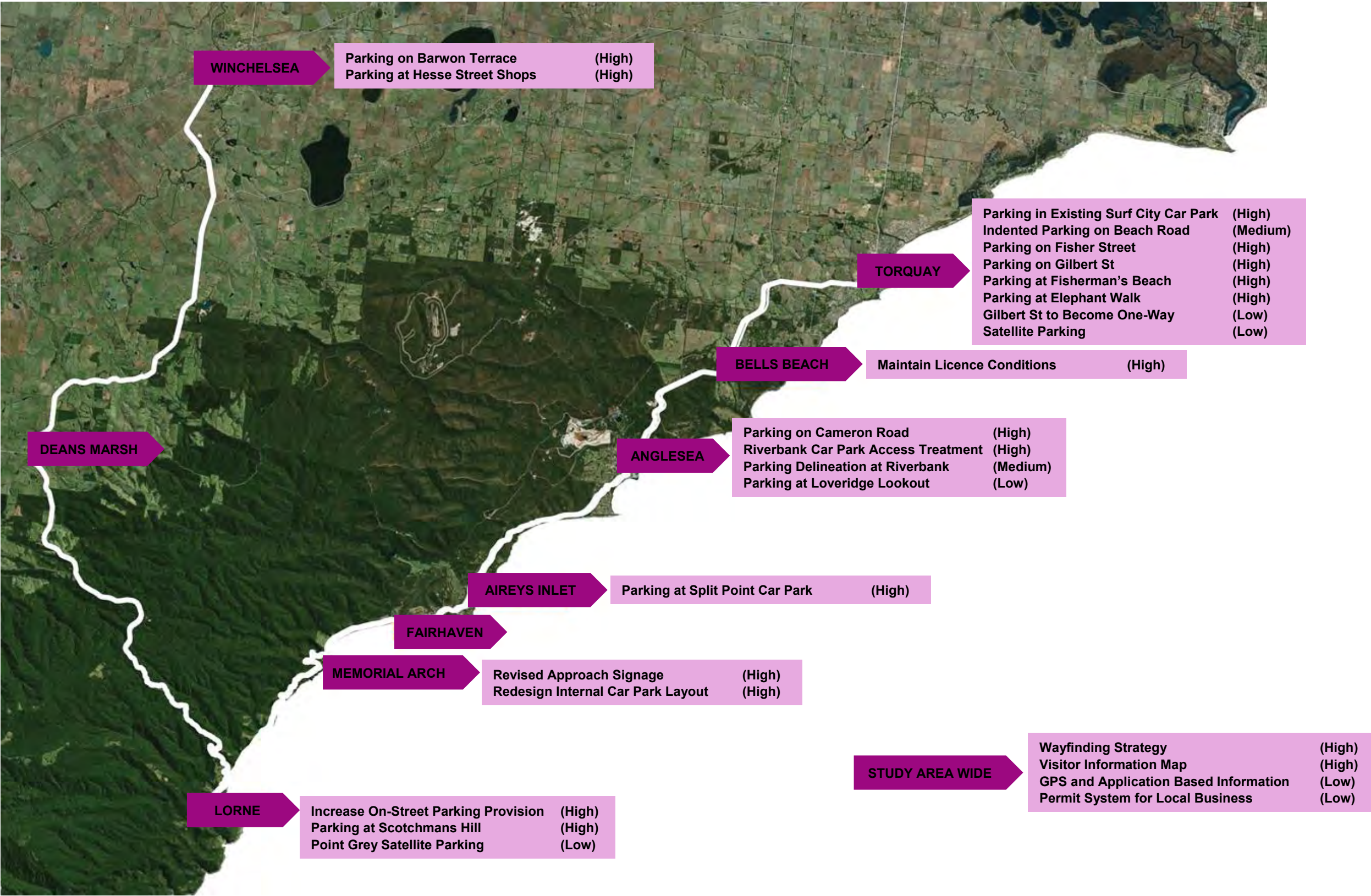
Appendix A Issue and Opportunity ‘Hot Spot’ Map



Appendix B

Recommended Measure 'Hot Spot' Map

Appendix B Recommended Measure 'Hot Spot' Map, including implementation priority





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