

Respondent No: 35

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1. What is your interest in the Great Ocean Road Region?

Primary residence

2. Are you completing this survey on behalf of an organisation?

No

3. How many times did you travel along the Great Ocean Road (any section between Torquay and Allansford) in the last 6 months?

Most days

4. What do you love most about the Great Ocean Road and its landscapes?

"Top of the mind responses, in no particular order (and I'm thinking more about the general 'landscapes' part of your question here, rather than the literal GOR itself)..."

(a) the almost endless opportunities to engage in the natural environment (e.g. in national parks) that is in a state that is as close to unspoilt as we can hope to find.

(b) The combination of the green and limestone colouring of the land that resides immediately juxtaposed against the blues, teals, foaming white colours of the Southern Ocean.

(c) The brutality of the climate - that when it's at its worst, it can be its best. (Hard to explain. Those who know what I mean, will understand).

(d) Lack of people on so many stretches of the coastline, if folks take the time to explore (literally) further than about 50m on the seaward side off most of the GOR.

(e) Economic potential. The GOR provides ample opportunity for sustainable businesses.

(f) The smell of the southern ocean.

(g) The diversity of landscapes: rain forest, then tussock, then cliff-faces, then beach, then farming land."

5. What aspect of the Great Ocean Road and its landscapes would you most like to see protected?

"This asks two questions in one:

(1) What aspect of the GOR would I most like to see protected? Simple: the GOR is a road, a place for ambulating things (cars, buses, bikes, etc) to be able to travel safely from one point to another. So, ensure the GOR continues to be able to function as that asset in the first place. This WILL need continual investment in that 243km long stretch of infrastructure. No brainer.

(2) What aspect of the GOR's landscapes would I most like to see protected? My answer... Do NOT allow development (whatever shape, or sense, or perception, or actual outcome 'development' manifests itself as) to destroy the very thing that acts to attract people here in the first place. I sense part of the answer here lies in controlling the number and concentration of people who are able to view things along the GOR. No surprises in that, at all: EVERY attraction of any denomination across the world attempts to manage this, no matter what it is that attraction happens to be."

6. What aspect of the Great Ocean Road and its landscapes would you most like to see changed?

Again, this asks two questions in one. But (A) Develop and implement a true, transparent and fair user pays capacity onto the GOR (the road) experience for visitors to the region so visitors (consumers) of the GOR and its landscapes are paying their way. (B) Develop and implement strategies that will lead many more visitors to stay least one night, at some location along the GOR, more than we see at the moment. The paper hits this nail directly on the head: Approx 2/3rds of trips (along the GOR) are day-trips, with the benefits of tourism flowing to tour operators and accommodation in Melbourne. So, businesses in and based out of Melbourne gain the benefit of the GOR, whilst concurrently needing to consider any of the expense associated with enjoying those benefits.

7. Do you work for, own or operate a business, or are you a member of a community organisation, that benefits from visitors to the Great Ocean Road Region?

No. Did between 2010-2014, but no longer involved.

8. Is there any critical issue or opportunity that we have missed (in chapter 3 of the Issues Paper)?

Yes. Free camping/freedom camping/Vanpacking/RV friendliness along the GOR. (A common descriptor for this sector of the travelling holiday experience maker has never been settled on). To my knowledge and based on experience within the sector since 2010, this issue has not been adequately addressed anywhere with a permanent, significant and sustainable solution anywhere in Australia. I believe this represents a sector of the travelling market that can catered for, and that this opportunity resides within the GOR, and represents a chance for the GOR to lead Australia, and the world, in how this is addressed. It cannot be sugarcoated: this portion of the visitor are most likely to be viewed as the bottom feeders, with very little financial incentive obvious that the market place is going to respond to. Therefore, I feel this represents a sector of the market that can be addressed through centralized activity (i.e. government) with suitable amenities (etc) developed to cater for their needs along the length of the GOR

9. Do you have any suggested changes to the overarching policy, goals and principles (pages 40 - 41) in the Issues Paper?

Be very, very specific about what the Great Ocean Road 'and its landscapes' means. The paper suggests that the focus is intended to be solely on the GOR and its landscapes, but confuses the matter somewhat by drawing our eye to the GOR's 'hinterland' and providing a map on page 48 that suggests the GOR hinterland extends north as far as the Princes Highway! I seriously doubt that anybody living, for instance, in Camperdown, considers themselves to be living in the hinterland of the GOR. (So, why include that extensive northern expansion of what it appears this study is intending us to consider?). I repeat my earlier request: be very, very specific about what it is you are asking us to consider here. I believe it is ONLY the GOR and its landscapes (but even then, what do you mean by the GOR's landscapes? Only those areas we can view from the GOR?).

10. What elements would you like to see covered in a Strategic Framework Plan for the Great Ocean Road Region?

You've already circled towards what I feel the mgmt of the GOR will benefit most from... a single Point of Contact, 'One Stop Shop' (in a manner of speaking) that provides consistent, holistic management and coordination of the GOR.

11. What are your thoughts about establishing a new organisation to oversee the development, and coordinate implementation, of a Strategic Framework Plan for the Great Ocean Road Region?

See item 10.

12. What current constraints need to be addressed in the future governance arrangements?

Increasing pressure that will continued to be applied to the GOR as a result of the predominant eastbound flowing traffic that departs Melbourne at the beginning of each day, to partake in a one-day GOR day-trip, in a clockwise direction, before returning to Melbourne at the end of that day. You already acknowledge this within the paper: approx. 66% of trips along the GOR are day-trips". And I respectfully suggest that almost 100% of those day-trips travel in a clockwise direction. That travel pattern represents an immutable issue that compresses what the GOR is able to deliver to those users on any given day. By this, I mean that those 1,000s of travellers are all wanting to do the same thing - travel westbound on the GOR, at about the same time every day, on what then becomes essentially a single-available lane of road (given a much smaller proportion of traffic does travel west-to-east on the GOR). So, the constraint I am alluding to here is the physical constraining capacity of the GOR to cater for this travel flow.

13. Are there any other management models /options we should consider?

No comment

14. What key criteria should the Taskforce use to evaluate the management model options?

"(A) Select a management model that recognises that the desires and needs of persons who choose to reside along the GOR are paramount.

(B) Select a management model that accepts that the primary function of the GOR is to provide a surface on which to travel. After all, the GOR is an infrastructure asset first and foremost. Whatever happens to the GOR, that/those outcome(s) must ensure it remains capable of performing its primary function to the best of its capacity and ability. Everything else will follow from that."

What is your age range?

██████

Please provide your country of residence if you are not an Australian resident

I agree to the privacy statement

yes