

Respondent No: 17

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Member Username: [REDACTED]

Member Postcode: 3233

Member Email: [REDACTED]

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

Primary residence

Local business owner/operator

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

[REDACTED]

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?

natural beauty

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

Local community and small town feel of Apollo Bay

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

For the state government to actually introduce some level of management, i.e schedule buses to allocated time slots, actually staff the 12 Apostles info centre, remove traffic from the 12 Apostles-Loch Ard Gorge section of the road and run Buses, etc etc etc

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?

Yes. Complete neglect from State govt. State govt has absolutely no interest in the impacts of unmanaged tourist growth on country towns and communities, only focused on how the Great Ocean Road can be exploited to drive Melbourne based economy. Apollo Bay is ironically the beneficiary of decades of state government neglect as Vic Roads, Department of Changing Names, and local council palm off responsibilities for basic services (e.g emptying bins and providing toilets on the foreshore) to each other, with the net result of nothing being done. This pattern has actually evolved into a significant competitive advantage for our town, as the lack of any significant development in the town has emphasised the unspoiled natural beauty of Apollo Bay when compared to other towns closer to Melbourne that have received the "full treatment". Unfortunately we now have approx 200 busses converging on the town each day at roughly the same time. Any chance someone could perhaps address this? Not that hard to allocate bus companies a time slot which they can visit the 12 Apostles. More popular time slots can demand a higher fee. Use the money to carry out works identified in the master plan.

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

Recognise that on the whole, the international visitor is low yield and not the priority for this region. Domestic customers stay longer and are willing to pay a lot more \$\$\$\$. Contrary to popular belief, Chinese guests are much more price conscious than any of our other markets. If the growth in visitor numbers continues to be uncontrolled, the visitor experience will deteriorate to the point where domestic visitors will chose to go elsewhere. The current infatuation with encouraging additional international visitor growth is irresponsible without corresponding management. The state government is more than willing to reap the advantages of massive numbers of internationals coming to the state, primarily to travel the Great Ocean Road, but contributes a pittance of what is required to effectively manage the asset.

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

The policy states the goal of attempting to secure funding over a 20-25 year period. Really shooting for the stars aren't you?. There is currently 10% annual growth of visitors on the Great Ocean Road per annum. The number of serious car accidents, congestion, neglected key attractions will see this region become a D grade asset in a few years without serious intervention in the immediate future. Strongly suggest you study the management practices of National park attractions such as Zion and Grand Canyon in the U.S. May be hard to admit but they do it so much better than us, and have a model that delivers great customer experiences for similar numbers.

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

Protect the community element of towns along the GOR by taking steps to spread out bus arrival times. 1 Govt body that actually takes ownership of the responsibility of implementing strategic plan. Apollo Bay foreshore has been unable to receive funding from RDV for an extended number of year due to the broken model currently in place. The local foreshore committee put in place by the Ministry of changing names has no \$\$\$ as it is funded by the crappiest caravan park along the Great Ocean Road. As a result, they have not completed a foreshore devt master plan, therefore cant carry out any works etc etc

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?

Has to be an improvement. Starting from zero we've got nothing to lose. Local council historically focused on using rate \$\$\$ from the coast to spend on big ticket items in Colac. As we're 1 hour from Colac, these facilities are not utilised by our local community. State govt even worse. Happy to put in speed cameras to earn \$\$ but not make the road safe. Multiple fatalities on Cape Otway Road again this season due to international drivers ignoring stop signs. Vic Roads answer - put a sign telling you that event

though you have right of way, it is a high accident intersection and there's a reasonable chance your going to die. Obviously no State politicians have holiday houses in Apollo Bay or they might actually spend some \$\$ and fix the intersection .

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

Financial. State Govt was only forced into providing funding due to pressure from Fed govt to match their contributions. Still no willingness to actually commit to carrying out critical works identified by GORT in the GOR master plan. Take take take, but never willing to contribute. Spend the \$\$ in areas that might buy them some votes instead of delivering a substantial ROI, great business model!

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

No. Apollo Bay Chamber suggest realigning local govt boundaries. Complete waste of time. The one responsible authority model is clearly the most likely to drive better outcomes. Get rid of local committee of managements, or at least ensure they are adequately funded. Great if you've got [REDACTED] crown land caravan parks like Barwon Heads, Torquay, Anglesea, etc to fund this model. What is Apollo Bay supposed to draw funds from? State Govt [REDACTED] that they have dodged yet another responsibility in our area.

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

What can [REDACTED]. So sick of talk talk, been hearing this [REDACTED] years. If the State govt has any intention of getting a positive outcome, just do it already.

What is your age range?

[REDACTED]

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

Australia

I agree to the privacy statement

yes