



14 June 2020

The Barwon Heads Association (BHA) is pleased that City of Greater Geelong (CoGG) has commenced the Barwon Heads Transport and Parking Study (the Study).

The BHA represents over 250 members and has strong relationships with other groups in Barwon Heads. We have been actively involved in traffic and parking matters in Barwon Heads for over 20 years. We are the Convenors of the Barwon Heads Traffic and Parking Committee, which comprises representatives from CoGG, Regional Roads Victoria (RRV), Barwon Coast Committee of Management (BCCOM), local businesses, the Barwon Heads School, the Barwon Heads Cycling Club and local residents.

We recognize the amount of work so far and thank all involved. We have also encouraged our members to participate in the Study and complete the online survey.

The objectives of the Study are understood to be to:

- identify, through data and community engagement, current and likely future shortcomings in transport and parking within Barwon Heads
- confirm the road categories within Barwon Heads and associated vehicle movements, particularly relating to heavy vehicles
- propose solutions and mitigations to shortcomings that are identified above and prioritise key actions including capital and minor work programs as well as those related to amendments, if required, to the planning scheme, policies and procedures.

Barwon Heads is a special place – the significant growth of traffic and people has not been planned for and has the capacity to put at risk our unique coastal amenity.

We are pleased that traffic counts and parking surveys have occurred during peak and off-peak times over the December 2019 to February 2020 periods and that the project scope will consider growth to 2040 in residential population, surrounding townships and visitation and any other significant sources of transport generation. This should assist in establishing trends in traffic growth and distribution.

The BHA made a substantial submission to the Planning Scheme Amendment C375 in relation to traffic and parking issues in Barwon Heads noting that very little positive action occurred as a result of the 2010 Barwon Heads Traffic and Parking Study conducted by GTA Consultants on behalf of CoGG. The principles and directions outlined therein remain, and are confirmed and included in this feedback submission.

This submission has been prepared by the BHA to assist the CoGG in undertaking this study and to prepare appropriate solutions. Our submission includes (i) feedback across categories and (ii) feedback associated with specific locations. It considers key transport, parking and pedestrian issues and opportunities relating to CoGG managed assets in Barwon Heads. The relationship between the CoGG, RRV and to a lesser extent BCCOM is important to ensure that important issues are considered and resolved by the relevant authority.

We look forward to the next phase the Study.

Sandy Gatehouse
President BHA

1 Feedback across categories

The feedback across categories addresses:

- roles, responsibilities and financing
- traffic induced congestion, delays and safety
- heavy vehicle traffic
- car parking
- public transport
- footpaths and cycling linkages
- monitoring

1.1 Roles, responsibilities and financing

1.1.1 Issues

The BHA understands that RRV is responsible for the arterial roads, CoGG is responsible for local roads and planning and BCCOM is responsible for camping grounds, some local roads and a significant amount of parking.

The split responsibility between RRV, CoGG and BCCOM appears to have resulted in:

- confusion to community on responsibilities and actions
- apparent confusion between RRV and CoGG on the demarcation of responsibilities of each entity
- very limited action on transport and parking matters within Barwon Heads over the past decade. (Most action has relied on political interference and commitments made at election time).

The community feels that joint RRV and CoGG actions are often not discussed and communicated to the community transparently.

The reason for this confusion is the complexity of the legislation. For example the Road Management Act 2004 allows for Codes of Practice to be developed. One such Code of Practice is the *Code of Practice – Operational Responsibility for Public Roads*. This outlines that CoGG performs the functions of a Responsible Road Authority with respect to the parts of the arterial road, and road infrastructure located in, on, over or under those parts of the arterial road... being (a) service road traffic lanes, kerb and channel and shoulders;

In this example, confusion of demarcation is created as to which agency is responsible for the provision of infrastructure and its maintenance of parking, crossing and signage along arterial roads. This confusion was recently highlighted in a planning permit application for a child care centre (PP1271-2017) in relation to community traffic and parking safety concerns relating to the Geelong arterial road and service road. There also appears to be a demarcation of responsibility issue between CoGG and BCCOM for vegetation management along Ewing Blythe Drive.

Activities on arterial roads also impact on residential roads.

1.1.2 Opportunities

The following opportunities should be considered:

- upon the finalisation of the Study, develop an integrated strategy plan for the management of transport and parking in Barwon Heads that is jointly funded (CoGG, RRV & BCCOM)

- enhanced liaison between CoGG and RRV (CoGG & RRV) which is transparent to the community
- utilise the existing BHA parking and traffic sub-committee as the community liaison consultation group to manage planning and implementation of repair, maintenance and construction of assets located on boundaries of authorities shared responsibilities (CoGG & RRV)
- identify opportunities for secure funding for joint projects undertaken by CoGG and BCCOM (CoGG & BCCOM)
- prepare annual reports of action and outcomes undertaken through the Study's implementation plan and the integrated strategy plan. Provide annual report to key stakeholders including CoGG formal Council meeting after discussion with stakeholders at the BHA parking and traffic sub-committee (COGG, RRV & BCCOM)
- establish mechanism for CoGG to work with RRV to improve the condition of Barwon Heads Road, Golf Links Road and Bridge Road for the increasing volume of vehicle and cyclist traffic (CoGG & RRV)
- undertake traffic surveys concurrently (RRV & CoGG)

1.2 Traffic induced congestion, delays and safety

1.2.1 Issues

The traffic to, through and from Barwon Heads has increased significantly over the past decade and is expected to continue. Traffic problems now extend from the Christmas holiday period to Easter and most weekends throughout the year. The recent Queens Birthday weekend was extremely busy, with many day visitors.

Traffic growth is due to a combination of factors including:

- encroaching growth areas within the Geelong municipality and the Bellarine Peninsula including:
 - along Barwon Heads Road including Armstrong Creek
 - within Ocean Grove
 - Point Lonsdale and Drysdale
- diversion of traffic through Barwon Heads via Geelong Ring Road extension (the main route to Ocean Grove)
- increased
 - car ferry traffic
 - Barwon River bridge carrying capacity & duplicate pedestrian bridge
 - daily and overnight visitations (with overnight stays)
 - shops and apartments in Barwon Heads (including the increase in listing of Hitchcock Avenue units as holiday rentals)
- doubling of student numbers at the Barwon Heads Primary School to over 500 over the past decade

This growth is related to cars as well as trucks, pedestrians and cyclists.

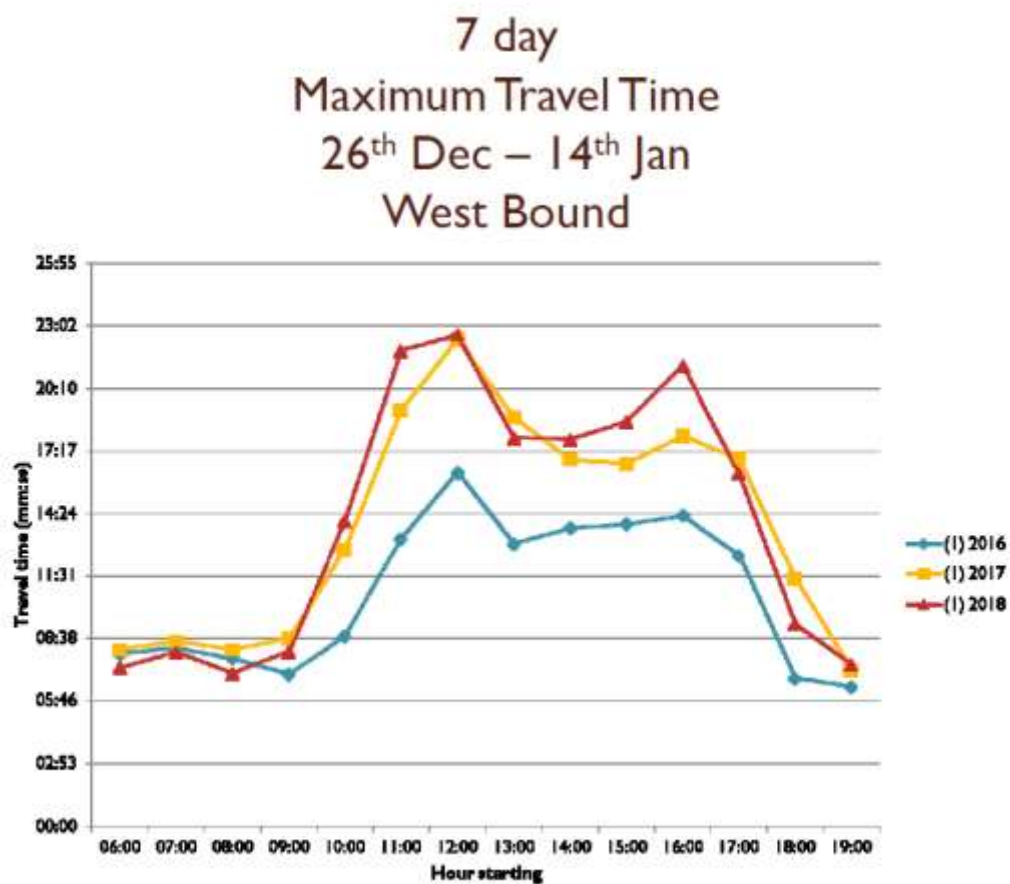
This growth further impacts on the Barwon Heads coastal village and its sensitive surrounding environment. There has been a significant increase in traffic through residential streets

This growth has resulted in:

- considerable traffic congestion and delays

- CoGG roads being beyond their capacity and inconsistent with their function
- RRV roads being beyond their capacity and inconsistent with their function
- shedding of traffic from arterial roads onto local roads
- 'rat' runs through Barwon Heads to avoid the congestion of Golf Links Road and Bridge Road
- car parks being full for large parts of the day
- shoppers and visitors parking in residential streets
- road pavement and footpath damage
- significant health and safety risks to school children, pedestrians and cyclists due to a range of factors including (i) significant passenger and truck vehicle movements and (ii) vehicles backing out of driveways with poorly parked vehicles blocking the line of sight.

Of particular note is the increased traffic congestion in Barwon Heads over summer. The following plot is the 2016 to 2018 Christmas to 14 January travel time from the Barwon Heads Road/Golf Links Road intersection to the Ocean Grove Wallington Road intersection.



In recognition of this issue RRV provided the following in the 2018/19 summer:

- traffic controllers to manage the Bridge Road pedestrian crossing in peak times
- temporary left-hand turn at Ewing Blythe Drive
- electronic (VMS) travel advisory signs
- 13 wifi points.

These measures were monitored by RRV to determine the effectiveness of the traffic improvements.

Traffic controllers were also provided in the 2019/20 summer and Easter. The reliance on Traffic Controllers is not a long term solution. This is a problem that exists throughout the year.

The above traffic induced congestion and delays will be exacerbated with further growth if not abated.

They will be further exacerbated if the Barwon Heads – Ocean Grove Road (“Spit” Road) from the bridge to Ocean Grove is flooded due to climate change and/or significant storm surges. This is a significant risk to vehicle movements through Barwon Heads.

We await the traffic count data undertaken during peak and off-peak times over the December 2019 to February 2020. It is expected that this detailed data will be reviewed by the Barwon Heads parking and traffic sub-committee when provided.

1.2.2 Opportunities

The following opportunities should be considered:

- bring forward construction of Bellarine Link (RRV with CoGG support and lobbying)
- remove arterial road designation of Golf Links Road/Bridge Road (note Golf Links Road/ Bridge Road was not originally designated as an arterial road – hence may not have the required characteristics of an arterial road) (RRV with CoGG support)
- consider mitigation measures to protect Barwon Heads – Ocean Grove Road (the Spit Road) (RRV)
- fund traffic controllers to manage the Bridge Road pedestrian crossing in summer periods and Easter on an on-going basis (minimum of \$45,000/year).(RRV with CoGG support)
- reduction in speed limits to 40 km/hr throughout Barwon Heads (CoGG) including arterial roads (RRV)
- extend Clifford Parade one way traffic designation (to the west) from Reid Street to Golf Links Road (CoGG)
- ban turns into Clifford Parade from Golf Links Road (RRV) especially during school drop off and pick up times
- support school’s initiative to improve safety along school travel routes through the establishment/improvement of shared bike/pedestrian pathways (CoGG)
- increase number of “no through” traffic signs on residential streets (CoGG).

‘Bringing forward the construction of Bellarine Link is not a new initiative. We note that GTA (2007) advised *‘Ultimately, it would be desirable for a new road link over the Barwon River to be constructed in Marshall to the south of Breakwater Road, which would assist in reducing the volume of traffic travelling through Barwon Heads which is associated with Armstrong Creek and the Ring Road’.*

1.3 Heavy vehicle traffic

1.3.1 Issues

Large trucks are using the arterial roads through Barwon Heads, including Bridge Road and Golf Links Road, as well as Hitchcock Avenue. These vehicles are typically double bogey and the movements are in both directions. The volume of large truck traffic through Barwon Heads has increased dramatically since 2017 reflecting the need for clean fill in low lying areas within nearby residential development (noting the truck loads include construction equipment, supermarket products as well as clean fill).

The peak period for these truck movements appears to be between 6am and 9 am and around 3.30 pm which coincides with travel to and from school.

The CoGG has advised that it has encouraged developers in the St. Leonards area to transport excavated soil along other routes instead of over the Barwon Heads Bridge using Construction Environmental Management Plans. It also advised it does not have any powers to prohibit heavy vehicles from using the Barwon Heads bridge.

RRV advised that a significant number of complaints with respect to large truck movements have been received. RRV is collecting data on truck numbers, speed and loads and have asked Transport Safety Services to police. RRV is committed for Transport Safety Services to policing truck movements along Bridge Road and Golf Links Road.

In June 2019 RRV advised:

- RRV has undertaken a traffic count in response to the trucks through Barwon Heads in April 2018 and Nov 2016. Volumes were around 11,000 per day and heavy vehicles were between 8% and 9% (this includes small vans, buses and trucks), and were consistent over the two count periods
- The Barwon Heads bridge load limit is currently being assessed by the RRV Bridge Design team for all of the standard truck combinations, to determine the suitability of displaying a bridge load limit. (The BHA is aware that bridge's load limit is listed as 44 tonne)
- road pavements are designed based on a number of factors (or assumptions) to a certain design 'life', the point at which the pavement would need to be replaced. One of the major factors is the expected number of axel loads on the road for the life we want out of the pavement. Generally this is done using forecast traffic information, which includes the known % of trucks. In general terms, this allowance is 10% for trucks in the total vehicle mix. The traffic counts on Golf Links Road show less than 10% heavy vehicles, so would likely fit into the category of 'suitable use'. (The BHA advises that the volume of truck movements has increased since 2018 and hence the percentage may be over 10%)
- RRV has made contact with some developers and their freight companies to discuss trucks using Bellarine Highway or at least, avoiding Barwon Heads during school times. This is a work in progress and will take time to build. In the meantime RRV sought BHA traffic and parking committee support by forwarding the names of any trucks they see coming through town, so can follow up.

These heavy vehicle traffic issues result in:

- damage to pavements and reduced pavement life
- health and safety risks to school children, pedestrians and cyclists, (Student numbers at the school have doubled to over 500 over the past 10 years)
- delays in travel times
- air break and noise pollution
- dust pollution
- damaged vegetation especially canopy trees in Bridge Rd

1.3.2 Opportunities

The following opportunities should be considered:

- all opportunities listed above for traffic induced congestion and delays (RRV & CoGG)
- signage to prevent heavy vehicle traffic through residential streets (CoGG)
- enforce truck traffic restrictions within residential streets (CoGG)

- include heavy vehicle movement restriction conditions in planning permit construction management plan for developments (CoGG)
- provide standard conditions for heavy vehicles within new subdivisions planning permits to consider alternative routes to the Barwon Heads bridge – in its capacity as a referral authority (RRV)
- effective enforcement of regulations (RRV & CoGG)
- analyse traffic counts with hour by hour breakdown and breakdown by vehicle category post September 2018 (RRV and CoGG)

1.4 Car parking

1.4.1 Issues

Waived parking

The CoGG has waived most off-street statutory parking requirements for new residential and commercial developments within the mixed use and residential growth zones since 2016. This practice is understood to 'encourage development'.

Over time, the incremental waiver coupled with significant growth has resulted in a significant parking availability problem and encouraged developers to expect to be rewarded with parking waivers for developments in Barwon Heads.

Parking demand

Traffic to, through and from Barwon Heads has increased significantly over the past decade and is expected to continue. This growth is related to cars as well as trucks, pedestrians and cyclists and has resulted in a significant increase in traffic through residential streets. The associated increase in the Barwon Heads population, plus visitors (for facilities and coastal recreation), as well as waived off-street statutory parking spaces (see above), has increased the parking demand throughout the year.

There is a tendency for many owners to let their properties in the commercial area for short term stays through Airbnb and Stayz for example, with no access to the single garage. During the Victorian Golf tournament up to 4 people were in 2 bed apartments with golfers carrying heavy golf clubs down the street to the car being a common sight.

Another cause of the increased parking demand is campers bringing more than one car to camping grounds.

This increase in parking demand has resulted in

- insufficient capacity to cater for existing parking demands particularly within the commercial areas
- insufficient capacity to cater for future parking demands
- residential streets filling with shoppers and visitors cars
- nature strips being used as carparks and significant illegal parking on the Spit and 13th Beach Rd

Parking availability

Most parking within the Barwon Heads coastal village is on-street or within BCCOM parking areas.

Formal parking is provided as follows:

- within commercial precinct (by CoGG)

- carpark at corner of Ozone Road and Flinders Parade (by CoGG)
- parking on Flinders Parade (by CoGG)
- Bridge on south side (by BCCOM)
- At the Heads (by BCCOM)
- on the bluff (by BCCOM)
- at the beaches (by BCCOM)

Informal parking is available as follows:

- camping overflow near works depot, football oval and netball courts (by BCCOM)
- Village park (CoGG)
- Bop Bop Karong child care centre during holidays (CoGG)
- School - during holidays
- Barwon Heads community hall
- local church grounds

Searching for car parking contributes to traffic congestion and poor “driver moods”. Drivers looking for car parks are more aggressive to secure car parks and conflict with pedestrians.

Commercial precinct

In some newer commercial developments:

- parking spaces are difficult to access
- there is a loss of designated car spaces, due to use for cool rooms and storage.

There is also a lack of short term parking.

Signage

There is poor parking signage within Barwon Heads.

Timed parking

Very few parking bays are timed. This results in long term parking, sometimes all day or days, in untimed car parks, including by local business employees and along Flinders Parade

Summer periods observations

The following observations have been made over summer periods:

- parking option instructions to Spiegletent patrons is a good example of identifying challenges to patrons and suggesting options with limited negative impacts of hundreds of patrons each session
- limited opportunities for parking in Hitchcock Avenue including during summer market days
- blocked residents driveways
- increased spillage of visitor parking into residential streets towards Golf Links Road – Grove Road, Reid Street, Bridge Road (from Hitchcock Ave. to the corner with Golf Links Road) and Ozone Road.
- poor driving behaviours in Hitchcock Ave and adjacent streets including speed, U-turns, double parking and blocking drive ways

Amenity

The parking limitations have resulted the following amenity issues:

- blocked driveways
- congested streets entrances
- vehicles parked on nature strips (particularly near the school).
- queues for car parking
- bad behaviour and friction between drivers

These issues occur around the commercial precinct and Clifford Parade, Hitchcock Avenue South, and Henley Street. In the school precinct they occur around Golf Links Road South, Ramsgate Street, Thompson Drive, Hopgood Place, Barnett Close and Clifford Parade during school drop off/pick up times.

These issues also result in safety issues for vehicles backing out of driveways with poorly parked vehicles blocking the line of sight.

Access to parking

There are inadequate parking opportunities for the disabled as well as tourist buses and vehicles with caravans driving through and wanting to stop in Barwon Heads.

Regulation

Parking restrictions are not adequately enforced due to limited frequent of inspections. This has resulted in vehicles overstaying timed parking limits.

1.4.2 Opportunities

The Barwon Heads car parking demand needs to be balanced with maintaining its coastal village character and the informality of the local streets.

The following is required from this study:

- current and future parking supply and demand
- local operation, amenity and safety issues relating to car parking, traffic, public transport, cycling and walking
- balanced and achievable solutions.

The following opportunities should be considered:

Planning including precinct plans

- review of City of Geelong planning scheme parking requirements (CoGG)
- establish commercial parking precinct plan (CoGG)
- influence stakeholders to acknowledge that parking is a year round issue not just “peak holiday time over summer” issue (CoGG)
- consider options for a school drop-off pick up zone
- develop parking assessment report standards for planning permit applications including requirement for verified parking surveys taken over summer and weekends as well as current and future year round demand estimates (CoGG)

- require planning permit applications for new residential and commercial development seeking statutory parking requirement waivers to be accompanied by parking assessment reports prepared in accordance with the above parking assessment report standards (CoGG)
- adopt a moratorium on the waiving of off-street statutory parking requirements until planning permit applications are accompanied by parking assessment reports prepared in accordance with the above parking assessment report standards (CoGG)
- should a waiver be considered following the above, require the planning permit waiver applicant to make development that is commensurate with the impact – recurrent as well as capital contributions should be considered (CoGG)

Demand management

- encourage traders and local businesses to park their cars away from the commercial precinct, thus enabling customers and visitors to park for the short term near the premises of traders and local businesses (CoGG)
- confirm arrangements for parking in area between Senior Citizens and former kindergarten through Community Hub project (CoGG)
- Identify new areas for long term parking
- encourage campers to only bring one car and park second car away from visitor areas (BCCOM)
- assess park and ride opportunities (CoGG)
- ensure accommodation rentals (such as AirBnB and Stayz) provide accessible and usable customers parking (CoGG)
- design safe routes for pedestrian and cycling to school

Timed parking and parking fees

- timed parking in parking bays/areas managed by CoGG
- encourage timed parking in parking bays/areas managed by the BCCOM noting BCCOM committed to establish timed parking at its Jetty carpark. This requires state government approval of BCCOM's coastal management plan under the Coastal Management Act with gazetting, and an agreement between BCCOM and the COGG for COGG Bylaws to police the timed parking (BCCOM with CoGG support)
- different timed parking restrictions to address seasonable variability in demand (CoGG)
- consider parking fees for timed parking (CoGG & BCCOM)
- restrict parking times in school precinct

Parking permits

- provide residential car parking permits to existing dwellings in areas with timed parking (as provided in Ocean Grove and other parts of Geelong especially around the commercial areas) (CoGG)
- exclude premises with parking waivers from access to residential car parking permits and require disclosure at the time of premises sale (CoGG)

Access to parking

- more disabled car parking including along Golf Links Road for school visits (RRV/CoGG)
- more parking spots for buses and vehicles with caravans (CoGG)

Regulation

- ensure parking restrictions are enforced through more frequent (possibly daily) and less predictable monitoring of parking by laws officers (CoGG)
- adequate parking by laws officers resourcing - the one officer policing the Bellarine Peninsula is inadequate (CoGG)

Improvements

- mapping of available parking spaces (CoGG & BCCOM)
- effective signage of available parking bays (CoGG)
- improved lighting in Clifford Parade and Senior Citizens carpark (CoGG)

Communication

- regular
 - articles in local papers, including Talking Heads, to encourage sound parking practices (CoGG)
 - joint communiques on parking opportunities (CoGG & BCCOM)
 - liaison with Barwon Heads trading organisation who will disseminate information with members
 - liaison with the school, accommodation providers
- information on parking with camp entry package (BCCOM)
- information on parking on websites (BCCOM, BHA & CoGG).

1.5 Public transport

1.5.1 Issues

Barwon Heads has limited public transport services. This restricts travel options for the local community to other parts of the Bellarine and into Geelong and to other public transport systems such as trains.

Current services are not well integrated and are slow.

1.5.2 Opportunities

The following opportunities should be considered:

- advocate for the following bus service improvements:
 - increased services between Barwon Heads and Ocean Grove/Geelong (CoGG)
 - normal timetables during holidays (CoGG)
 - bus hubs providing quick transfers including Armstrong Creek to South Geelong, Ocean Grove to the Bellarine and Leopold to central Geelong (CoGG)
- alternatives to cars including park & ride, free bikes and walking (CoGG & BCCOM)
- better use of the BCCOM community bus service during summer (currently part funded by CoGG):
 - review the service
 - seek long term sponsorship
 - smarter tracking service (current service is not direct)
 - provision of two buses enabling one each way

- Friday and Saturday summer night-time service as provided in Torquay at \$5/use
- adequate funding for the above improvements - consider user pays

1.6 Footpaths and cycling linkages

1.6.1 Issues

Barwon Heads is a coastal village, and part of its character is the lack of defined footpaths. There are few footpaths and there is little cycling amenity.

Concrete footpaths do not suit all local streets within the coastal village. However this lack of formal footpaths and cycle lanes within the township is currently a problem with significant conflicts of the user groups on the few pathways that exist. This creates unacceptable safety risks.

Many existing pathways are not suitable for the numbers of pedestrians and cyclists currently trying to share. The older walking paths are not designed for shared use and cyclists. The main shopping strip is not coping well with pedestrians, dogs, children on scooters, tables and chairs and traders goods on the cluttered footpaths. In several locations the pedestrian crossings are inadequate.

The BHA:

- acknowledges that there will sometimes be a need to provide new footpaths to improve pedestrian connections and active travel around the town. These should be prioritised in high movement areas and/or the most direct route
- supports the ongoing upgrading of open space, leisure and recreation areas undertaken for and on behalf of public land managers, including provision of pedestrian/bicycle linkages
- supports proper facilities for cyclists including cycling lanes and bike parking
- supports consideration of a Shared Zone for areas with conflicts of pedestrian/cycling/cars. e.g. Golf Links Road from Bridge Road to Golf Club and Clifford Parade from Grove Road to Golf Links Road.

1.6.2 Opportunities

The following should be considered:

- shared path strategy specific for Barwon Heads – partially sourced from Geelong wide masterplan (CoGG) noting that most of the recreation paths are on Crown Land and are the responsibility of BCCOM
- scheduled program to review footpaths, including community consultation (CoGG)
- finish the incomplete footpaths including along Bridge Road, Golf Links Road and Grandview Parade at CoGG's cost and not adjoining property owners as footpaths initially provided without resident contributions (CoGG).
- recognise the regional benefit through visitations as well as a local benefit in considering funding mechanisms for new footpaths (i.e. consider consolidated revenue contributions)
- improve cycle paths infrastructure where supported by the community
- include pedestrian/bicycle linkages in any upgrading of open space, leisure and recreation areas
- consider coastal characteristics when assessing pedestrian and cycling network improvements
- include bicycle lanes along Sheepwash Road from the Round the Heads Trail to the Village Park

- consider shared use zones with landscaping designed to reduce speed and provide a safe environment for shared users. These provide an opportunity to incorporate the use of passive elements (traffic calming) to steer behaviour. The design of a shared zone, and the behaviour of the people using it, need to convince drivers to pay attention to his/her environment and naturally slow down. In this sense, shared zones are most effective in areas with high-pedestrian use.

1.7 Monitoring and review

1.7.1 Issues

Planning and management of transport and parking in Barwon Heads has been hindered and adversely impacted by inadequate monitoring data including traffic counts, parking surveys and reporting of activities to the community. The community is not aware of any detailed analysis of the impacts of growth and traffic on Barwon Heads.

1.7.2 Opportunities

The following should be considered:

- ongoing monitoring and assessment of the transport and parking network
- sharing monitoring information with community (including aggregated information of parking infringement notices by by-laws officers)
- 5 yearly review of transport and parking plan using ongoing monitoring and assessment data
- Continued review of the impacts of growth and traffic on Barwon Heads

2 Location specific feedback

The following table lists specific locations of key transport, parking and pedestrian issues, the issues and opportunities.

Table 1 is for City of Greater Geelong only and Table 2 is for City of Greater Geelong and Regional Roads Victoria. Some 'Opportunities to address' include advice from CoGG obtained prior to the Study.

The T&P Study is the transport and parking study.

Table 1: City of Greater Geelong only

Location		Issue	Opportunities to address
Primary	Secondary		
Residential streets	All	Health and safety of residents	Speed limit enforcement
Hitchcock Avenue	Geelong Road intersection	Safety	Investigate options including roundabout
Hitchcock Avenue	Ozone Road intersection	Safety, poor signage and sight Multiple near misses & traffic volumes increased significantly.	Investigate options
Hitchcock Avenue	to Geelong Road and other high usage residential areas	Safety due to changing speed limits	Traffic calming measures Consistent 40 km speed limit.
Hitchcock Avenue	Ozone Road to Bridge Road and along Bridge Road to Ewing Blyth Drive roundabout.	Accessible bike racks (Only 10 Council provided bike racks with 10 bike racks on private land)	Identify and install bike racks base upon best practice design including security. (near public toilets)
Hitchcock Avenue	Mail Zone 5-7 Mon – Fri” signs outside # 49 Hitchcock	Limits parking	Remove CoGG created a new job. (Refer: RFS 1518553)
Hitchcock Avenue	Opposite Bellarine Property	Parking accessibility	Line mark 1 space where there was a crossing outside new shop CoGG advised crossover needs to be removed and construction works need to be completed.
Hitchcock Avenue	Shops to Ozone Road	Parking accessibility	Extend 2 hour parking. Possible 15 minute spaces outside Wine Store and Starfish. CoGG advised commercial precinct has grown sufficiently to require this. Consultation with affected residents and traders required. (Refer RFS 1518560)
Hitchcock Avenue	Commercial precinct	Parking accessibility	Fine tune Hitchcock parking (handicapped, loading, short term spaces) when new shops are complete/occupied. COGG advised construction needs to be completed first. (Refer RFS 1518562.)

Location		Issue	Opportunities to address
Primary	Secondary		
Hitchcock Avenue	to Grandview Parade	Pedestrian linkages Parking accessibility in Flinders Pde, the Bridge carpark	Provide for pedestrian movement from Hitchcock Avenue to Grandview Parade (by CoGG acquisition or permit requirement on developments of the coffee caravan site &/or the Secret Garden site) CoGG advised can be considered as part of T&P Study and noted planning permit conditions not directly related to business operation would be overturned by VCAT.
Grandview Parade	N/A	Parking accessibility and traffic flow	Investigate 1 way traffic. COGG advised can be considered as part of the T&P Study.
Ozone Road	Golf Links Road to Flinders Parade.	Safety, increased traffic	Consider installing traffic calming treatments. <ul style="list-style-type: none"> CoGG advised can be considered as part of the T &P study and noted: during the consultation sessions the CoGG & RRV had with BH stakeholder group, they decided on these treatments including the speed reductions on Bridge Road. These decisions to reduce speeds plus having this type of infrastructure creates delay to motorists. And motorists takes the shortest route. The City raised it with the BH stakeholder group and still they wanted these treatments. This is the result of those decisions. Traffic counters were installed on Ozone Rd and other roads in the area as part of the T&P Study. If the traffic counter results show an unacceptable traffic volume or unacceptable traffic speeds CoGG may consider installing traffic calming treatments. .
Ozone Road	south side 3 – 6 spaces west and east of Hitchcock Avenue	Parking accessibility	2 hour parking. CoGG advised commercial precinct has grown sufficiently to require this. Consultation with affected residents and traders required. (Refer RFS 1518560)
Ozone Road	Parking area near Seaview Avenue intersection	Parking accessibility	Formalise parking area - use of materials sympathetic to the coastal environment (e.g. Informal topping (no asphalt), informal markers and directional signage. COGG advised part of T&P Study.
Bridge Road	between Hitchcock and Grandview	Parking accessibility	Line mark 3 spaces opposite supermarket (with 2 hour limit signage?). CoGG advised new job created (Refer: RFS 1518554)

Location		Issue	Opportunities to address
Primary	Secondary		
Bridge Road	Adjacent to vacant block (site of supermarket extension)	Parking accessibility	Line mark 3 or 4 spaces up to pedestrian crossing with 2 hour limit signage? CoGG advised unused vehicle crossings may be used at any time. Owner of property would have to remove crossover for parking bays to be marked.
Bridge Road	Golf Links Road to the bridge	Safety	40 km/hr limit
Clifford Parade	Off-street parking area – between the Senior Citizens & former Kindergarten	Safety & access, currently unsealed, unmarked with poor lighting and incorrect signage	As part of the funded Community Hub project: <ul style="list-style-type: none"> • provide sealing • provide line-marking • review footpath and pram ramp to the road at this location • review and update site and street signs and infrastructure • review street areas designated “No Stopping” by yellow edge lines and symbols • consider change of one-way traffic direction
Flinders Parade	Ozone to Bridge Road	Safety due to speed, cyclists and numbers of families accessing river beach	Consider traffic calming measures and improved pedestrian amenity midway
Geelong Road	to Hitchcock Avenue	Safety	40 km/hr limit
Geelong Road	Hitchcock Avenue intersection	Safety	Provide clearer road markings.
Sheepwash Road	North or south of CFA station preferable at bus stop)	Safety An incident with a school student crossing occurred in 2017 or 2018. It is best for children west of Sheepwash Road and north of Barwon Heads Road to cross at Sheepwash Road above Barwon Heads Road and join school safety route.	Pedestrian crossing as part of recurrent capital works. It is understood that it may be a passive crossing requiring traffic calming works such a zebra crossing
Jasper Avenue	Ozone Road to Geelong Road	Safety, school children and adults including pram walkers. Some drivers do not slow down and seem to resent pedestrians on road. This is currently a shared zone	Investigate footpaths. CoGG advised can be considered as part of the T&P Study and noted pedestrians can use the nature strip and are not forced to use the road.

Location		Issue	Opportunities to address
Primary	Secondary		
General	N/A	Road maintenance	There is a maintenance issue sometimes referred to as “pot holing”; i.e. a problem is reported, a crew fixes it, but the cause is not attended to. After a couple of decades windblown sand builds the verge higher than the road surface resulting in runoff channeling at the edge. These roads include Henley Street, Golf Links Road south of Bridge Road and Sheepwash Road. A specific maintenance crew is required to be funded to manicure roadside verges to allow precipitation to be absorbed close to where it falls. The CoGG advised this will be raised with the CoGG’s Manager of City Services Maintenance.
General	N/A	Road maintenance	Maintain roads that are graveled or have no kerbside channels if sealed. CoGG advised can be considered as part of the study and notes: Barwon Heads has historically been a coastal holiday town where a high level of road infrastructure has not been needed or wanted by residents. Barwon Heads, like all coastal towns in the region, has experienced a growth in full-time, year-round residents. If residents want unsealed roads upgraded, all residents with abutting properties would have to contribute to the cost under a Special Rates and Charges Scheme (SRCS). If there is majority support for such works, evidence should be provided to SRCS consideration.

Table 2: City of Greater Geelong and Regional Roads Victoria

Location		Issue	Opportunities to address
Primary	Secondary		
Bridge Road	and Golf Links Road	Poor pedestrian safety, School precinct and pedestrian cycling route to the 13 th beach, the Bluff walking trails and also to the Barwon Heads Golf Club	Advocate for any future traffic works to consider and improve the pedestrian environment. Golf Links Rd (South) is currently an informal shared zone
Bridge Road	between Hitchcock and Grandview	Parking accessibility	Line mark 3 spaces opposite supermarket (with 2 hour limit signage?). CoGG advised new job created (Refer: RFS 1518554)

Location		Issue	Opportunities to address
Primary	Secondary		
Bridge Road	Adjacent to vacant block (site of supermarket extension)	Parking accessibility	Line mark 3 or 4 spaces up to pedestrian crossing with 2 hour limit signage? CoGG advised unused vehicle crossings may be used at any time. Owner of property would have to remove crossover for parking bays to be marked.
Golf Links Road	North of the school crossing	Safety – school children	Consider other pedestrian crossings
School travel route	Crossing at Geelong Road east of Golf Links Road and then along Jasper Avenue, turning right into Ozone road and then left into Reid Street, right into Clifford Parade and then left onto Golf Links Road to finally cross Golf Links Road at the school crossing.	Safety of school children riding bike or scooter to Barwon Heads Primary School.	Investigate footpaths on Jasper Ave or Reid or Clifford Parades. Currently students share the road with vehicles. CoGG advised can be considered as part of the T&P Study and noted: <ul style="list-style-type: none"> ○ special warning signs have been installed in all of these streets to alert drivers to the presence of cyclists and pedestrians at school times. ○ intersections on Ozone Rd have also been signed and line marked as “Give Way” to ensure all road users are aware of obligations, and keep to the left side of the road. ○ students of appropriate age and experience/training in cycling need exposure to low traffic volume streets to gain practice and confidence riding with vehicles (Refer to Bike Ed programs at school). ○ for a footpath all residents with abutting properties would have to contribute to the cost under a Special Rates and Charges Scheme (SRCS). If there is majority support for a footpath, evidence should be provided to Aaron McGlade for SRCS consideration.
General	N/A	Parking accessibility	Institute parking improvement fund financed by payments in lieu of parking waivers and potential levy of businesses. CoGG advised can be considered as part of the study