



Barwon Coast Creating Connection Places & Spaces Access Audit

Access Audit Action Report Stage 3



ENABLE ACCESS
ACCESS CONSULTING



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Acknowledgement

The report has been completed on the land of the Wadawurrung People, the author acknowledges their care of land, sea and sky, and further acknowledges the Barwon Coast Committee of Management's relationship with Wadawurrung Traditional Owners.

"We acknowledge the Wadawurrung People as the Traditional Owners of the land, waters, seas and skies of Collendina, Ocean Grove, Barwon Heads, 13th Beach, Black Rock and Breamlea. We honour and say thank you to past and present Wadawurrung Elders, who, for thousands of generations, have cared for this part of Sea Country, and continue to do so today.

We are committed as an organisation to meaningfully work together with Traditional Owners to help keep Wadawurrung Culture and Country strong."

Barwon Coast Committee of Management Inc



Executive Summary

This final stage of the access audit project consolidates the findings from Stages 1 and 2 to support Barwon Coast Committee of Management Inc (Barwon Coast) in future redevelopment, planning, and maintenance of the coastal infrastructure, with access and inclusion central to the conversation.

Barwon Coast has demonstrated a proactive commitment to fostering an inclusive and accessible environment along the coastline. Across the nine audited locations, positive accessibility features were observed, contributing to improved experiences for users of all abilities.

However, the audits also identified several disconnected elements that limit the full accessibility and enjoyment of these spaces. This action report serves as a strategic tool to help address these gaps, strengthen connections between locations, and enhance the overall inclusiveness and memorability of the coastal experience.

The report outlines an overall recommendation based upon the assessed accessible features of the access audit, then individual actions for each specific site and offers key insights that should be considered in future planning. These findings are intended to guide ongoing improvements and can be generalised to inform broader works undertaken by Barwon Coast.

Barwon Coast should be commended for their ongoing commitment to access and inclusion. Their forward-thinking approach places inclusive design at the heart of the coastal environments they manage, ensuring these spaces are usable and welcoming for everyone. With continued focus, Barwon Coast have a unique opportunity to **create connection** across the coastline, creating lasting, accessible spaces and experiences that will benefit communities for generations to come, ensuring a sense of belonging for all.

**"Diversity is a fact.
Equity is a choice.
Inclusion is an action
Belonging is an outcome."**

Arthur Chan – DEI Strategist

**"My disability exists not because I use
a wheelchair, but because the broader
environment isn't accessible."**

Stella Young – Australian disability rights
activist

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1. Introduction

The Barwon Coast Places and Spaces Access Audit Project represents a three-stage approach to improving accessibility and inclusion across the coastal environments managed by Barwon Coast. With a new Masterplan in development, this project offers a clear, evidence informed pathway for embedding accessibility into long term planning, redevelopment, and maintenance of public spaces.

Stage 1 focused on community led information gathering to identify the features necessary for meaningful access and inclusive use. This involved an online survey and individual interviews with key stakeholders, including people with lived experience, local residents, and representatives from access advocacy groups. Insights from this engagement informed the creation of a bespoke Access Audit Tool, which was validated through a stakeholder workshop.

Stage 2 applied the validated tool to audit nine priority sites across the Barwon Coast. These assessments captured the current state of accessibility across a range of public facilities and natural landscapes, identifying strengths as well as barriers to access and inclusion.

Stage 3 presented in this report, provides targeted actions and strategic recommendations for Barwon Coast to consider and implement. Drawing on the **findings** from the previous stages, this final phase aims to provide **recommendations** to foster greater connectivity between accessible features, improve overall user experience, and ensure that coastal public spaces are welcoming and usable for all members of the community, now and into the future.

1.1 Key Definitions

Access / Accessible

Having features to enable use by people with a disability

Disability (Access to Premises—Buildings) Standards 2010 (Cth)

Inclusion

Inclusion is about ensuring that everyone can participate fully in society. It requires removing barriers—physical, attitudinal, systemic—that prevent people from enjoying equal rights and opportunities.

Australian Human Rights Commission, Submission to the UN Working Group on Ageing

Disability

Disability could be temporary or permanent; a physical, intellectual, sensory, neurological, learning or psychosocial disability; a disease or illness; physical disfigurement; or medical condition or work-related injury.

disability, in relation to a person, means:

- (a) total or partial loss of the person's bodily or mental functions; or
- (b) total or partial loss of a part of the body; or
- (c) the presence in the body of organisms causing disease or illness; or
- (d) the presence in the body of organisms capable of causing disease or illness; or
- (e) the malfunction, malformation or disfigurement of a part of the person's body; or
- (f) a disorder or malfunction that results in the person learning differently from a person without the disorder or malfunction; or
- (g) a disorder, illness or disease that affects a person's thought processes, perception of reality, emotions or judgment or that results in disturbed behaviour; and includes a disability that:
 - (h) presently exists; or
 - (i) previously existed but no longer exists; or
 - (j) may exist in the future; or
 - (k) is imputed to a person.

Disability Discrimination Act 1992 (Cth) (DDA)

Discrimination

Any distinction, exclusion or restriction based on disability which has the purpose or effect of impairing or nullifying the recognition, enjoyment or exercise, on an equal basis with others, of all human rights and fundamental freedoms in the political, economic, social, cultural, civil or any other field.

United Nations. (2006). Convention on the Rights of Persons with Disabilities



Universal design

aims to create environments that are useable and accessible to as many people as possible, inclusive of age, ability, gender identity, culture and language.

State of Victoria, 2022: Inclusive Victoria: State disability plan (2022-26).

2. Overall Actions

The following features were identified by the community as essential to supporting access and inclusion across coastal environments. These elements formed the foundation of the Access Audit Tool and represent critical benchmarks for any site undergoing redevelopment, new construction, or ongoing maintenance under the care of Barwon Coast.

Each feature outlined below is intended to guide consistent and inclusive practice. Their sequence has been purposefully arranged to reflect the user's journey, highlighting a connected experience rather than isolated elements. While each feature is subject to distinct legislation, Australian Standards, and benchmarks, considering them individually or in isolation risks creating a fragmented environment that may present barriers to access. This integrated presentation supports planning efforts that foster a seamless, inclusive experience for all users.

- Digital information
- Public transport connectivity
- Accessible parking
- Wayfinding and informational signage
- Kerb ramps
- Continuous Accessible Paths of Travel (CAPT) and pathways
- Ramps
- Stairs
- Designated accessible toilets
- Change and shower facilities
- Tactile Ground Surface Indicators (TGSi)
- Seating
- Shade structures or natural shade
- Drinking fountains
- Bicycle parking or bike stations
- Lighting
- Location-specific accessible equipment
- Inclusive playgrounds

2.1 Digital Information

A central aspect of the user experience along the regions managed by Barwon Coast begins well before arrival, through the digital information available online. For many, this is the first point of engagement and plays a critical role in planning, gaining confidence, and ensuring access will be provided.

Findings

During the access audits, a consistent issue emerged: digital information was either missing, incomplete, or inaccurate across several of the nine assessed locations. While some websites provide detailed overviews for select areas, others offer limited or no location specific content,



leaving users, particularly those with access needs, without the essential information required to plan their visit.

Currently the digital information that is available to users is as follows:

www.barwoncoast.com.au

www.barwonheadscaravanpark.com.au

www.riverviewfamilycaravanpark.com.au

www.beachsafe.org.au

www.tripadvisor.com

www.alltrails.com

www.walkingmaps.com.au

www.wikiloc.com

www.visitvictoria.com

It is interesting to note that www.accessiblebeaches.com is not one of these digital platforms currently displaying information for this entire coastline.

Recommendation

It is recommended that Barwon Coast invest in a digital platform that presents reliable, up-to-date accessibility information across all locations. This should include details on core features such as those listed in this report.

Listing all available access features will further enhance transparency and support user decision making.

To reinforce accessibility at the point of use, QR codes could be integrated into location specific signage, directing visitors to the relevant digital information. Coupled with promotional efforts through Barwon Coast website and affiliated channels, this would establish a clear and centralised information pathway for users to plan their visits confidently and independently.

A well designed, consistently updated digital platform, that follows the Web Content Accessibility Guidelines ([WCAG](https://www.w3.org/WAI/standards-guidelines/wcag)) would not only enhance usability across the coast but also become a hallmark of Barwon Coast's commitment to access and inclusion, connecting places, people, and experiences in meaningful ways. Employing experts in digital platforms and ensure people with lived experience is central to creating this connection point.

2.2 Public Transport Connectivity

Public transport is a critical connector for communities, providing essential access to education, employment, healthcare, and social participation. For individuals with disabilities, older adults, and those without access to private vehicles, it serves as a lifeline to independence and inclusion. When designed with accessibility in mind, public transport becomes more than just infrastructure, it enables equitable opportunity and ensures that all community members can move safely and confidently through their environment.

Findings

Public transport to and around the Barwon Coast region is limited. McHarry's Bus lines are the primary provider, operating Routes 55 and 56. As shown in the figures above, neither service offers direct or convenient access to many key destinations across the coastal network.

Beyond service availability, the design and infrastructure of bus stops across the region present significant accessibility challenges. In many instances, bus stops are marked only by a simple signpost, lacking essential features such as shelter, seating, or tactile ground surface indicators. Some have a basic concrete pad but no connection to adjacent continuous accessible paths of travel (CAPT), rendering them difficult or unsafe to use, particularly for people with disability and/or mobility needs. In the most inaccessible cases, stops are located away from any infrastructure, forcing users to navigate roadside edges, bushland, or uneven terrain to reach their destination.

Given these barriers, it is unsurprising that public transport is rarely the mode of choice for people with disability or limited mobility visiting the region. Instead, they are often reliant on private vehicles or costly alternatives such as taxis or ride share services to access coastal destinations.

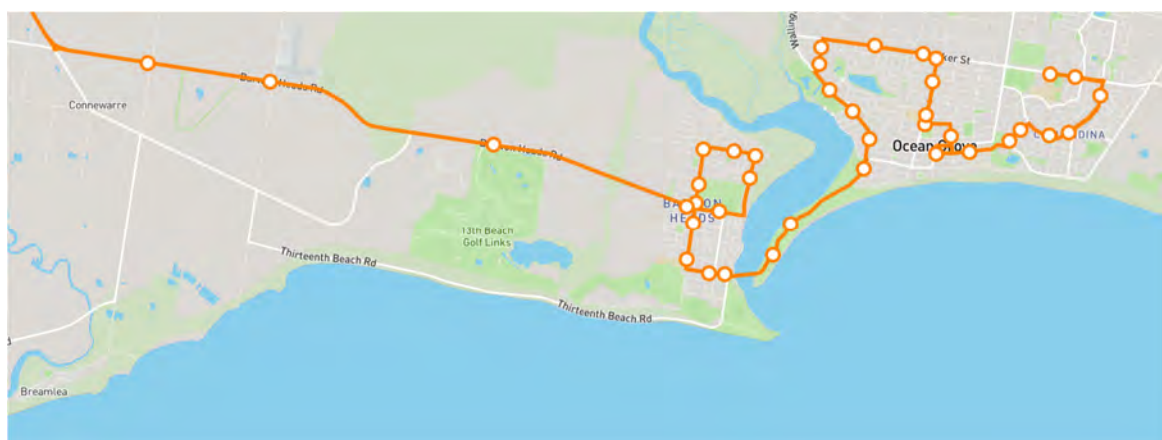


Figure 1: Bus Route 55

[55 Geelong Station - Ocean Grove via Barwon Heads - Public Transport Victoria](#)

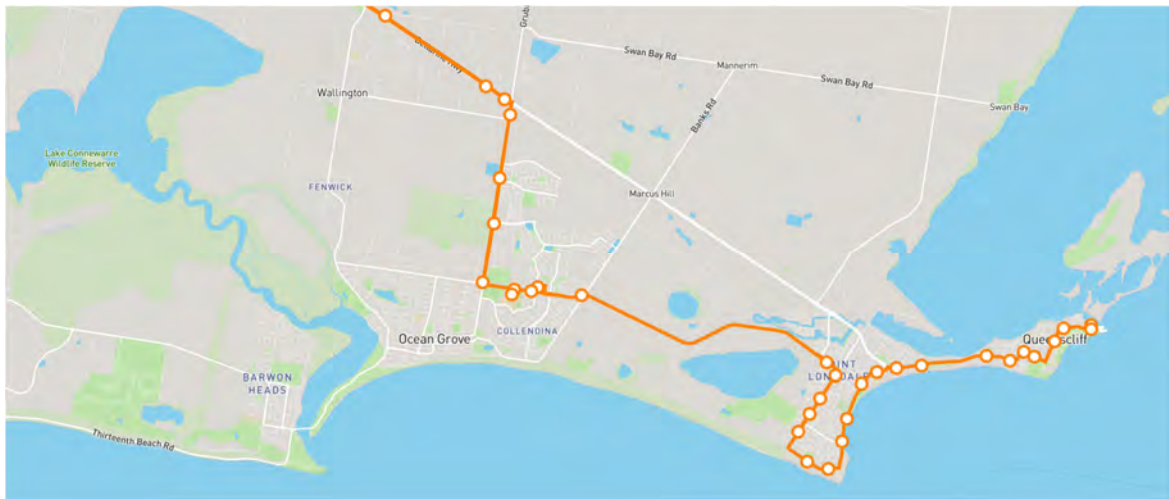


Figure 2: Bus Route 56

[56 Geelong Station - Queenscliff via Ocean Grove - Public Transport Victoria](#)

Recommendation

Barwon Coast is strongly encouraged to advocate to the City of Greater Geelong (COGG) for improved public transport accessibility throughout the region. This includes nominating key coastal destinations for the development of fully accessible bus stops. These stops should:

Comply with the Disability Standards for Accessible Public Transport 2002 (DSAPT) and AS 1428 Design for Access and Mobility

https://content.vic.gov.au/sites/default/files/2025-06/Bus-Stop-and-Interchange-Guide-NTG_v1.0.pdf

Offer clear, safe connections to surrounding features and amenities

Be integrated into an inclusive design strategy that builds user confidence and visibility

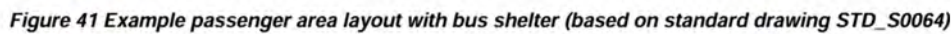
To support this, the following Accessible Bus Stop Design Checklist is recommended.

Table 20 Summary of bus stop and interchange infrastructure elements

Category & Selection	Elements
Functional elements Mandatory elements or outcomes to be achieved at all bus stops as a base functional standard of provision. Provides a functional level of service allowing safe and compliant access to the public transport network Generally required at all bus stops and interchanges but to be confirmed with DTP and any other relevant stakeholders, particularly where it cannot reasonably be delivered	A level hardstand boarding point/boarding & alighting area, including: - An accessible and unobstructed waiting and manoeuvring area - TGSIs leading to accessible boarding point and flag - Barrier kerb height within 150-190mm between invert and top of kerb with no tolerance outside these values due to DSAPT legislation. Information and ticketing: - Bus stop flag/totem - Stop specific network information - Access to real time information (including audio information) via PTV app - Ability to top up ticket via PTV app Circulation and connection: - Accessible connection from stop to connecting footpath/main interchange circulation spaces - Accessible connection between individual stops, and where applicable to connecting public transport services - Pedestrian crossing opportunity Lighting
Critical Success elements Provides features to attract passengers to choose to use the public transport network and support multi-modal interchange. Selection considers transport service offer, patronage, catchment, and place. Where provided critical success elements are to be accessible and compliant with standards.	Customer protection and amenity: - Weather protection/shelter including for wind driven rain. - Seating - Waste Bins
Additional customer elements to be provided at bus interchanges and highly performing bus stops.	Additional information: - Additional network information (network maps, interchange information) - Directional signs 400m-1km - Real time information - Audio information
Other elements considered by exception only Generally unsupported at bus stops but may be relevant at interchanges dependent on context and are to be confirmed with DTP and any other relevant stakeholders. Where provided, these elements are to be accessible and compliant with standards.	Customer protection, amenity and information: - Public address system - CCTV - Emergency help point - Staffing - Access to drinking fountain - Access to public, passenger toilets Ticketing - Vehicle parking - Bicycle storage - Car access/Pick up and drop off (PUDO)
Urban realm elements by exception as part of third-party projects.	- Greening and landscaping treatments - Public art

Figure 3: Table extracted from: Bus Stop and Interchange Guide, Planning and design guidance for bus stops and interchanges in Victoria, May 2025

https://content.vic.gov.au/sites/default/files/2025-06/Bus-Stop-and-Interchange-Guide-NTG_v1.0.pdf



Once developed, these accessible bus stops should be clearly promoted through Barwon Coast's digital platform, including detailed descriptions and wayfinding guidance. This would help visitors plan their journeys in advance, increase public transport usage, and reinforce Barwon Coast's commitment to inclusive access.

In addition to advocating to COGG for improved regional public transport, Barwon Coast may consider a trial of a dedicated Barwon Coast shuttle service. This approach has been used in the past to enhance accessibility and could offer a flexible, targeted solution to connect key coastal destinations, particularly those not currently serviced by existing bus routes.

- Operate seasonally or during peak visitation periods
- Prioritise accessible vehicles compliant with DSAPT and AS 1428
- Connect major access points such as Ocean Grove Main Beach, Barwon Heads River Trail, and Bancoora Beach
- Coordinate with local events or surf programs to support inclusive participation
- Serve as a pilot for long term integrated transport planning

If implemented, the shuttle should be clearly promoted through Barwon Coast's digital platform and signage, with real time updates and accessibility information available to users. This would not only improve mobility for people with disability, older adults, and families with prams, but also reduce reliance on private vehicles, supporting sustainability and equitable access and reduce the demands on parking in the region.

Accessible car parking in Australia is governed by a suite of legislation and technical standards aimed at ensuring equitable and inclusive access. Key documents include:

Disability Discrimination Act 1992 (DDA)

Prohibits discrimination on the basis of disability and underpins all accessibility requirements.

Disability (Access to Premises – Buildings) Standards 2010

Developed under the DDA, these standards mandate dignified and equitable access to buildings, including parking facilities. They reference technical provisions such as AS 2890.6 and AS 1428.1.

National Construction Code (NCC)

Incorporates the Access Code for Buildings. Section D4D6 outlines requirements for accessible car parking, including quantity and location.

Technical Standards Referenced:

AS 2890.6:2022 – Off-street parking for people with disabilities

AS 2890.1:2004 – Off-street car parking

AS 1428.1:2021 – Design for access and mobility – General requirements for access – New building work

AS 1428.4.1:2009 – Tactile ground surface indicators for orientation of people with vision impairment

Accessible parking requirements, such as quantity, location, and layout, are based on building classification, location, and function. For reference, Class 9a (recreation) and Class 6 (retail) typically require at least one accessible bay for every 50 standard spaces, though providing additional bays is considered best practice.

Positioning accessible parking bays in prominent, clearly signposted locations, ideally as close as possible to the primary facility or entry point, supports wayfinding and minimises travel distances for users with mobility limitations. These bays should be integrated into the site layout to signal Barwon Coast's commitment to inclusion and equitable access.

Dimensions & Layout

- Angled bays: 2400 mm wide × 5400 mm long
- Parallel bays: 3200 mm wide × 7800 mm long
- Shared area: Adjacent zone (2400 mm for angled, 1600 mm for parallel) for mobility aid deployment
- Same level: Bay and shared area must be on the same plane

Bollard

- Located in the shared area
- Height: 1300 mm
- Retroreflective band: ≥300 mm wide, with ≥30% luminance contrast, positioned ≥900 mm above ground

Signage & Markings

- International Symbol of Access: White on blue background, centrally placed
- Pavement markings: Yellow, non-slip, 80–100 mm wide lines
- Directional signage: Where bays are not immediately visible from the entrance

Gradient & Surface

- Maximum gradient: 1:40 in any direction
- Surface: Firm, stable, slip-resistant

Access Path & Kerb Ramps

- Accessible route: Direct, unobstructed path to building entrance
- Kerb ramps: Where required, compliant with AS 1428.1

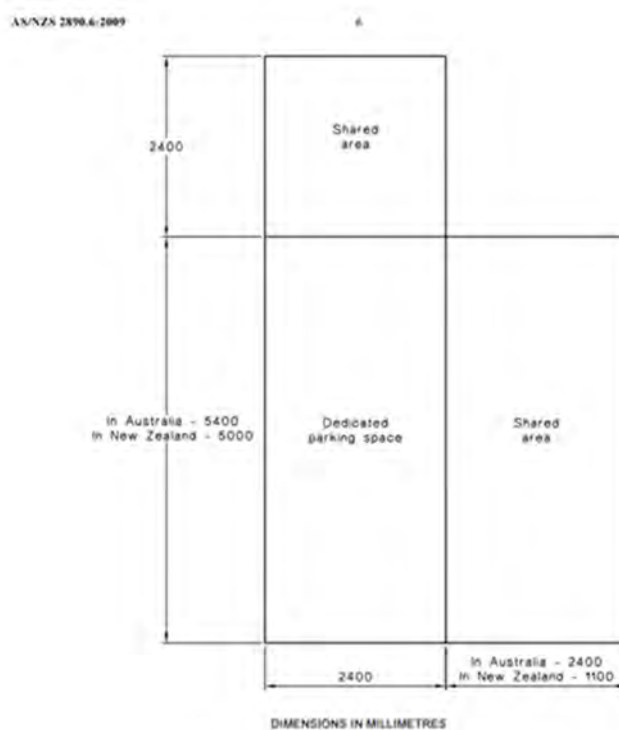
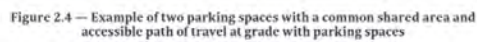


FIGURE 2.1 DIMENSIONS OF ANGLE PARKING SPACES

Figure 5: Accessible Park spacing



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AS 2890.6:2022



Figure 7: Extract from AS2890.6:2022: Parallel parking space requirements

Findings

The level of compliance with accessible car parking provisions varies significantly across Barwon Coast sites. While Ocean Grove Main Beach demonstrates near complete alignment with current Australian Standards, which is well connected and prominent, many other locations fall considerably short of the required benchmarks, in some instances a simple sign is provided.



Figure 7: (a) Accessible Parking at Ocean Grove main beach (b) Accessible parking at Collendina beach

Recommendations

Barwon Coast can adopt a strategic, site by site approach to delivering accessible parking by applying the technical requirements outlined in AS 2890.6:2022 – Off-street parking for people with disabilities.

While the standard provides detailed specifications for bay dimensions, bollards, signage, surface gradients, and shared zones, it is equally important to consider the functional connection between the accessible parking and the key features of each site.

At Ocean Grove Main Beach, the accessible bays are located in proximity to accessible amenities and attractions, exemplifying best practice integration. Other sites across Barwon Coast should mirror this approach, ensuring that designated bays are situated as close as practicable to primary accessible features, and not placed in peripheral or isolated areas.

Each bay should be directly connected to a continuous accessible path of travel (CAPT) and supported with clear, signage to guide users toward the key features of the site.

Prominently positioned accessible parking not only enhances usability but also acts as a visible statement of Barwon Coast's commitment to inclusion, demonstrating that access is a priority in both policy and practice.

Additionally, where feasible, the orientation of accessible parking bays should take advantage of the surrounding natural views. These parking bays can serve as informal viewing points and

intentionally not be obstructed from other features as bins, signage, or street furniture are positioned thoughtfully to maintain open sightlines from the accessible parking bay.

Barwon Coast can prioritise upgrading existing accessible parking and establishing new bays in alignment with the individual location section of this report's recommendations and the master plan currently in development. It is advisable to target high use areas first, such as Ocean Grove Main Beach, followed by locations that require substantial infrastructure improvements to ensure a cohesive user experience.

Isolated parking upgrades are not recommended unless integrated with a continuous accessible path of travel. Without this connection, new accessible bays may inadvertently create barriers, giving users the false impression that they lead to a fully accessible route when they do not. This would go against the overall purpose and recommendations of this report.

2.4 Wayfinding and Informational Signage

Once visitors arrive at Barwon Coast locations, whether via public transport, vehicle, or self-mobilising, the next critical element in facilitating inclusive access is ensuring that all users can readily understand the space, its features, and central wayfinding information.

Signage plays a vital role in this understanding and is governed by multiple legislative and technical standards. Certain types of signage, such as those indicating the presence of unisex accessible toilet facilities, are *mandated by regulation* and must follow prescriptive design criteria to ensure accessibility and clarity.

Key requirements include:

- Font style and size: Sans serif fonts such as *Univers, Arial, or Helvetica*
- Text formatting: Use of *Title Case* (a mix of upper- and lower-case letters) for easier interpretation
- Tactile and Braille signage: Required where relevant, designed to *AS 1428.1:2021 (Clause 5 – Signage)*
- Finish and durability: Signage must be laminated or otherwise finished to be long-lasting, legible, and weather resistant

Relevant Standards and Legislative Context:

National Construction Code (NCC)

References signage requirements under the Access Code for Buildings and complements provisions outlined in AS 1428.1.

AS 1428.1:2021 – Design for access and mobility

Clause 5 specifies signage requirements for accessibility, covering tactile characters, contrast, height placement, and Braille.

Findings

Signage across the Barwon Coast precincts is currently concentrated in two key areas:

Beach safety and emergency incident signage, including location identifiers and waterway risk warnings

Regulatory signage for dog management, outlining leash zones, prohibited areas, and related rules



Figure 8: (a) Emergency details and beach safety signage (b) multiple signage including dog management

These signage categories are highly visible and consistent across the region. However, signage related to accessibility, inclusive amenities, and wayfinding is noticeably limited or inconsistent.

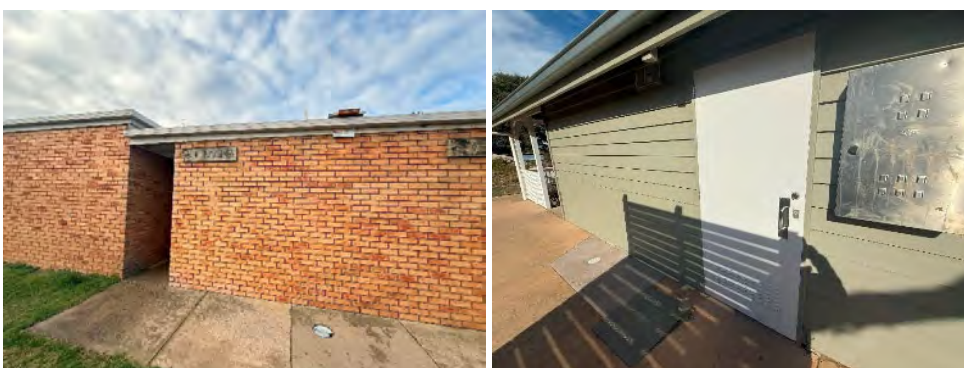


Figure 9: (a) Incorrect accessible signage (b) no signage on bathroom door

Recommendations:

Barwon Coast should adopt a systematic, coast wide approach to wayfinding, information sharing, and signage design. This strategy should prioritise clarity, consistency, and accessibility to support inclusive navigation and reduce cognitive load for diverse users.

Key Actions:

Create a "standard" signage style across all Barwon Coast sites that complies with AS 1428.1:2021 (Clause 5). Specifications should include:

- Accessible fonts (Arial, Helvetica, Univers)
- Title Case lettering
- Appropriate font sizes for legibility
- High contrast, minimum luminance contrast ratios
- Non-glare, durable finishes

Establish Consistent Sign Language and Themes

- Use clear, uniform wording across all signs
- Apply consistent iconography and layout to reinforce visual recognition
- Categorise signs by purpose (e.g. direction, amenity, safety, regulation)

Avoid Visual Clutter

- Integrate new accessible signage with existing signage where possible
- Ensure signage placement is deliberate to avoid overloading the environment and causing confusion

Standardise Installation Heights and Orientation

- Mount signage at consistent, accessible viewing heights
- Ensure tactile signs are within reach range as prescribed in AS 1428.1

Support Wayfinding Between Key Features

- Signage should guide users from accessible parking bays to key site features such as:
 - Unisex accessible toilets
 - Ramps and pathways
 - Picnic areas, shelters, or lookouts

Incorporate Digital Connectivity via QR Codes

- Where appropriate, include QR codes on signs to link users to detailed, up-to-date digital content
- Use this platform to host extended information (e.g. facility access details, multilingual content, event notices, story telling, nature information)

To enrich the experience of people accessing the coast, storytelling signage, similar to that already installed at the Ocean Grove Main Beach playground, should be incorporated at prominent locations, particularly viewing areas and culturally significant sites. These signs provide opportunities to share the stories, heritage, natural features, and ecological significance of each place, deepening visitor connection and fostering a sense of place.

To ensure full accessibility, this interpretive signage should be developed in accordance with AS 1428.1:2021, and may include:

- Braille and tactile elements to support users with low or no vision
- Clear, accessible fonts and contrast
- Concise, engaging language accompanied by illustrations or tactile maps where appropriate

By embedding storytelling into key arrival and rest points, Barwon Coast not only promotes access to information, but also places inclusion and education at the heart of the coastal experience. These spaces become more than functional, they become welcoming, memorable, and meaningful for all visitors.



Figure 10: (a) Example of indigenous story telling (b) Informative signage

2.5 Wayfinding and Informational Signage

Kerb ramps are essential for providing a smooth and accessible transition between different surfaces and built elements, such as from parking bays to adjoining pathways, road crossings, or uneven terrain. To maintain a continuous accessible path of travel (CAPT), each kerb ramp should be aligned with an opposing ramp on the other side of the path or crossing. This alignment ensures ease of movement for people using wheelchairs, mobility devices, or prams, and also supports wayfinding for individuals with low vision.

Kerb ramps that direct users to stairs or steps without an alternate accessible route are not recommended, as they break the continuity of access.

Kerb ramps are covered by various legislation:

Disability Discrimination Act 1992 (DDA)

Establishes the legal obligation to provide equitable access to the built environment, including transitions such as kerb ramps.

Disability (Access to Premises – Buildings) Standards 2010

Made under the DDA, these standards require that accessways, including kerb ramps, enable dignified and equitable movement for people with disability. They reference AS 1428.1 for technical compliance.

National Construction Code (NCC)

Incorporates the Access Code for Buildings and mandates compliance with accessible paths of travel, including kerb ramp design and placement.

AS 1428.1:2021 – Design for access and mobility – General requirements for access – New building work

This is the primary technical standard for kerb ramps. Key requirements include:

- Gradient: Maximum 1:8 for kerb ramps (ideally less gradient)
- Width: Minimum 1000 mm
- Maximum rise: 190 mm
- Maximum length: 1520 mm
- Landings: 1200 mm x 1200 mm at top and bottom or 1500 mm X 2000mm if change in direction.
- Tactile Ground Surface Indicators (TGSIs): Required at kerb ramps to assist people with low vision, but only used in certain situations, include roadways and if gradient shallower than 1:8.5.
- Surface: Must be slip-resistant and firm
- Alignment: Should be in line with pedestrian crossings or adjacent paths

AS 1428.4.1:2009 – Tactile ground surface indicators for orientation of people with vision impairment

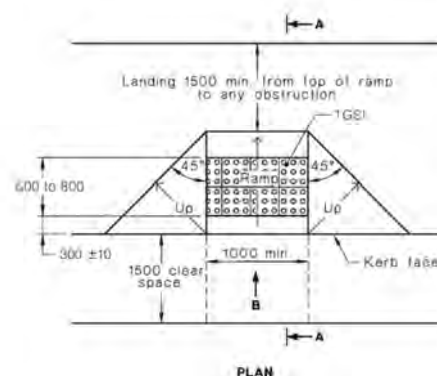
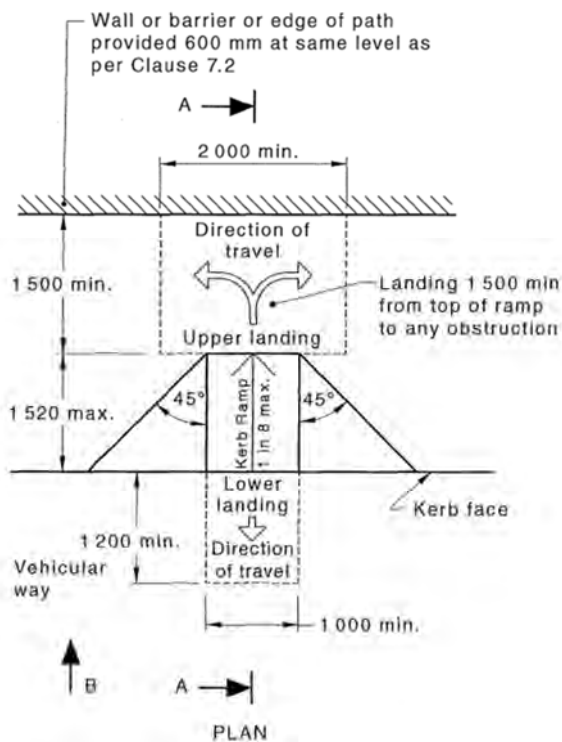


Figure 11: (a) Kerb ramp AS1428.1:2021

(b) Kerb ramp with TGSi AS1428.4.1:2009

Findings

There is considerable variation in the type and quality of kerb ramps across Barwon Coast sites. Specifically, in relation to accessible car parking bays, some locations feature compliant kerb ramps that facilitate effective transitions onto adjacent pathways, while in many others, kerb ramps are absent entirely. This is often linked to the absence of a constructed pathway connected to the accessible parking bay, limiting the functionality and purpose of the designated accessible parking bay.

Another common issue is the lack of kerb ramps where pedestrian pathways intersect with roadways. In these cases, the absence of a ramp increases the risk of tripping and creates unnecessary difficulty for users of prams, wheeled mobility devices, people with low vision and older adults. Where properly provided, kerb ramps serve dual functions:

- They smooth the transition between surfaces, and
- Where paired with Tactile Ground Surface Indicators (TGSIs), they provide a warning to pedestrian especially people with low vision, that they are entering a vehicle zone.

These features also help guide pedestrian movement, encouraging safe crossing behaviours by clearly indicating preferred access points, rather than leaving users to navigate unpredictably across roadways.



Figure 12: (a) No warning kerb to roadway



b) No kerb to bus stop



(c) No kerb ramp at accessible parking bay

Recommendations

It is acknowledged that Barwon Coast is required to consult with COGG and Department of Transport and Planning (DPT) on infrastructure changes aligned with roadways and public transport, that included the provision of kerb ramps and Tactile Ground Surface Indicators (TGSIs) which are discussed later in the report. It is recommended that Barwon Coast seek clarification on the “standard” that these two authorities have on the provision of kerb ramps, and advocates for their installation with specific reference to:

- Accessible Parking Bay and Bus Stop Connections

Install a compliant kerb ramp wherever an accessible parking bay and bus stops connect to a raised path or Continuous Accessible Path of Travel (CAPT). This ensures seamless access from vehicle to footpath.

- Pedestrian and Roadway Intersections

Where pedestrian routes interact with roadways, provide a kerb ramp and, where applicable, TGSIs to meet the requirements of AS 1428.1:2021 and AS 1428.4.1:2009. These elements serve both as functional transitions and important visual and tactile cues.

It is also recommended to ensure those installing these are Specialist, as the installation of kerb ramps and associated tactile indicators should be carried out by professionals with demonstrated knowledge and experience in the application of:

- AS 1428.1:2021 – Design for access and mobility, and
- AS 1428.4.1:2009 – Tactile Ground Surface Indicators
- Precision in slope, alignment, landing space, and TGSIs placement is essential to ensure both compliance and usability.

2.6 Continuous Accessible Paths of Travel (CAPT) and Pathways

As part of connection across location of Barwon Coast the Continuous Accessible Path of Travel (CAPT) / pathways is one of the primary features and represents one of the biggest assets that

the coast has to offer users. The pathways move their way through and past some of the most magical natural elements along the coast as well as provide connection between locations.

A CAPT must be provided to ensure equitable access for people with disability. This path typically begins at either the accessible car park or designated public transport drop off point and extends through to the primary feature of the location. The CAPT may consist of a combination of pathways, roadways, ramps, and level transitions.

To meet compliance and support ease of use, the CAPT should incorporate the following features:

- A wide, level, firm, and slip-resistant surface suitable for all weather conditions
- Clear space around fixed objects such as seating, bins, bollards, and signs
- Effective visual contrast for edges and obstacles
- Clear, legible signage at regular intervals and decision points
- Continuous vertical clearance free from overhanging obstructions
- Tactile Ground Surface Indicators (TGSIs) at decision points, prior to ramps, stairs and kerb ramps
- Handrails on all ramps where required
- Colour contrasting edges and nosings for visibility
- Adequate lighting to support safe access after dark
- Where stairs are provided, an alternative accessible path must also be available. All stairways must comply with Australian Standards and include:
 - Handrails on both sides
 - TGSIs at the top and bottom
 - Colour contrasting stair nosings for visibility

Legislation governs the requirement to provide a CAPT including:

Disability Discrimination Act 1992 (DDA)

Establishes the overarching legal obligation to provide equitable access to premises. Section 23 specifically addresses access to public buildings and spaces.

Disability (Access to Premises – Buildings) Standards 2010

Developed under the DDA, these standards define when and where a CAPT is required. They ensure that people with disability can access buildings and facilities in a dignified and equitable manner. The standards reference technical specifications from Australian Standards (e.g. AS 1428.1).

National Construction Code (NCC)

Incorporates the Access Code for Buildings and mandates the provision of a CAPT from:

- The allotment boundary
- Any on-site accessible car parking bay
- Any adjoining accessible building connected by a pedestrian link
- Through the building to all required accessible areas

AS 1428.1:2021 – Design for access and mobility – General requirements for access – New building work

This is the primary technical standard for CAPT. The primary features include:

- Minimum unobstructed width (typically 1000 mm, preferred to be beyond 1200 mm)
- Maximum gradients of path, maximum 1:20 – 1:33 with landings preferred less than, max 1:14 is considered a ramp and has required additional features and crossfalls 1:40, 1:33 when connection to bitumen.
- Requirements for surface finish (Firm, stable, slip-resistant), vertical clearance (max tolerance 3-5mm), and turning spaces (ranging from 1500 – 2100mm).
- Prohibitions on steps, escalators, revolving doors, and other impediments
- Integration of tactile ground surface indicators (TGSIs), handrails, and signage

AS 1428.4.1:2009 – Tactile ground surface indicators for orientation of people with vision impairment

Specifies TGSi placement and design along CAPTs, especially at decision points, ramps, and kerb ramps.

Findings

Across the land managed by Barwon Coast, the condition and compliance of the Continuous Accessible Path of Travel (CAPT) vary significantly. In some areas, particularly higher traffic locations, sealed concrete pathways provide a wide, firm, slip-resistant surface that largely aligns with the technical requirements set out in AS 1428.1:2021. These paths support safe, independent movement for people using mobility aids, prams, and those with vision impairment.

Conversely, in more natural or lower maintenance areas, the CAPT is often composed of unsealed, uneven, or eroded surfaces that do not meet accessibility requirements. These informal paths frequently lack the minimum clear width, contain loose or unstable material (e.g. gravel, mulch, or exposed root systems), and present level changes or crossfalls that hinder safe passage.

While some variation in path design may be contextually appropriate, for example, in dune or bushland reserves, a lack of defined, compliant paths in key user areas creates barriers to equitable access. It also disrupts the continuity of access between features such as parking bays, amenities, lookouts, and picnic areas.



Figure 13: (a) Sealed pathway at Ocean Grove main beach (b) Non maintained path along river

Many of the coastal paths can be considered “trail” across Barwon Coast consist of unsealed surfaces with varied gravel finishes. These path types have historically offered inconsistent levels of stability and visual definition, limiting their accessibility and clarity, particularly where pedestrian paths intersect with vehicle access areas.

In several areas along the coast the trails are disconnected and there is no clear path of travel from one point to the next. This is particularly evidence along the Ocean Grove river trail, as people may become lost as navigating their way through the sessional campgrounds.

A recent positive development involves the introduction of a high contrast, gravel material that appears to be stable, now being used in selected pathway upgrades. This material demonstrates significant improvement in both functional performance and visual accessibility:

- Improved underfoot stability appears to support safer use for people with mobility devices, prams, or reduced balance, but is still not the preferred sealed
- Increased colour contrast provides a clear delineation between the path and surrounding ground surfaces, supporting wayfinding for users with low vision
- The clearer visual boundary encourages and reinforcing the defined path to be used

This is especially vital in shared use areas where pedestrian paths interact with vehicles. The enhanced path definition reduces the likelihood of pedestrian vehicle conflicts by increasing awareness for both drivers and path users.



Figure 14: Contrast of gravel types, 13th Beach first car park



Figure 15: Lack of contrast and definition of pathway as interacts with vehicle, Raff's Beach

Barwon Coast has also commenced upgrades to trail gradients along key routes, significantly improving accessibility for many users. While this is a positive development, it is recognised numerous sections of the coastal trail network still contain steep gradients that cannot be fully modified to meet Continuous Accessible Path of Travel (CAPT) requirements due to environmental and topographical constraints.



Figure 16: Modification to trail to reduce gradients

Recommendation

The network of trails and pathways across the Barwon Coast is more than just connective infrastructure, it is one of the coast's defining features and a major drawcard for visitors. These paths allow people to immerse themselves in the natural environment and experience the coastline in an active, accessible way. As such, they represent a significant asset and should be prioritised in access planning to support inclusive, equitable use.

As an overall aim a connected network of a "step free" path should be provided throughout the coastline.

To maximise their benefit, these pathways should be designed to clearly define the intended route, be safely separated from vehicle access areas, and include visual cues that support safe navigation. Information on the path network, such as distances, gradients, surface types, and key amenities, should be made easily available through both physical signage and digital resources. Supporting infrastructure, including seating, water stations, and accessible toilets, should be strategically located to encourage use by a broad demographic, not only those physically capable of completing long distances.

Where full path compliance is not feasible due to natural gradients or environmental constraints, alternative measures should be adopted to uphold safety and accessibility. These may include:

- Signage at trailheads identifying steep sections or surface limitations
- Wayfinding support toward alternative, more accessible routes
- Digital enhancements such as QR codes linking to real-time path information
- Provision of shaded rest points near challenging inclines

All attempts to meet the features of AS1428.1:2021 should be made, with a focus on wide, level, firm and step free pathways and areas of high frequency use should be sealed paths, with minimal gradients, no steps and connect the primary features in the location.

These interventions not only enhance usability but reflect Barwon Coast's commitment to creating an inclusive and welcoming coastal experience for all.

Sections of the trail and pathway network may serve additional purposes, as outlined in the site-specific information. Certain trails may be designated for storytelling walks, educational activities focused on local features and natural surroundings, or opportunities for sensory engagement. These uses have the potential to attract a broader range of users seeking meaningful connections with nature for a variety of reasons.

Access to sandy beach environments presents considerable challenges for individuals with mobility limitations. Site specific investigations should occur to assess whether boardwalks or alternative constructed pathway could feasibly connect existing infrastructure to firmer sand areas. Such solutions would require extensive consultation with key stakeholders to evaluate environmental, cultural, and operational implications. Similar approaches have been successfully implemented in nearby locations, such as Queenscliff, where purpose-built paths have been used to traverse soft sand in targeted areas.

2.7 Ramps

Ramps are one way of connecting people to different parts of the coast, especially when significant changes in height occur. A ramp is defined by key features as mandated by:

Disability Discrimination Act 1992 (DDA)

- Prohibits discrimination on the basis of disability.
- Requires that public buildings and spaces be accessible, including via compliant ramps.

Disability (Access to Premises – Buildings) Standards 2010

- Made under the DDA, these standards give legal effect to the Access Code for Buildings.
- Ramps must comply with the technical specifications referenced in the Access Code, which aligns with the National Construction Code (NCC).

National Construction Code (NCC) – Volume One

- Mandates access provisions for ramps in new buildings and major upgrades.
- References AS 1428.1:2021 for technical compliance.

AS 1428.1:2021 – Design for access and mobility – General requirements for access – New building work

This is the primary technical standard for ramp design. It covers:

- Maximum gradient (1:14 for general ramps)

- Minimum width (1000 mm between handrails)
- Landings, handrails, kerbs, and slip resistance

AS 1428.4.1:2009 – Tactile ground surface indicators

Required at the top and bottom of ramps to assist people with vision impairment.

In accordance with the key features outlined in the Disability (Access to Premises – Buildings) Standards 2010 and AS 1428.1:2021, ramps must meet specific technical requirements to be considered fit for purpose. These include provisions for gradient, width, landings, handrails, surface finish, and transitions to adjoining paths.

Findings

A number of ramps exist along Barwon Coast locations, most notably at Ocean Grove Main Beach and Hodgson Street Dog Beach. Given the steep and shifting topography in these areas, ramps have been constructed to fit the natural landscape. However, many do not meet the full compliance criteria of AS 1428.1:2021.

Of particular concern are the approach gradients to the ramps, which are often steeper than the ramps themselves, creating challenging transitions for users. In addition, the bottom of these ramps frequently connects directly onto soft sand, which can severely limit mobility for wheelchair users, prams, and others requiring a stable surface.

While it is acknowledged that Barwon Coast is making ongoing efforts to enhance beach access through ramp installation, these central features require review and the CAPT and access to the ramps themselves to be improved.

Recommendation

It is recommended that a specific and targeted review of existing ramps along the Barwon Coast be undertaken, with particular focus on key locations such as Ocean Grove Main Beach and Hodgson Street Dog Beach. At Ocean Grove main beach, redesign could be considered to improve functionality and safety. This may include:

- Widening the ramp to accommodate passing (min 1800mm)
- Introducing passing points along the length of the ramp
- Investigating how the ramp interacts with shifting sands, to improve access to the beach surface

At Hodgson Street, improvements may include:

- Installation of compliant handrails
- Modification of the ramp end to eliminate vertical steps and improve transitions
- Reassessment of both ramp and approach gradients, which are currently steeper than recommended under AS 1428.1:2021

The surface finish could be considered with Fibre-reinforced plastic (FRP) potentially being more appropriate and has been used at the Barwon Heads river "ramp" to the beach, Frank Ellis reserve.

Future ramp installations should be viewed through a coast wide, strategic lens, ensuring, access points are reachable by both public transport and private vehicles. Clear and safe navigation from arrival point to the ramp is available via a Continuous Accessible Path of Travel (CAPT). Transitions from the base of ramps are not obstructed by natural features (e.g. soft sand) without adaptive solutions in place.

The decision to install new ramps should be guided by site specific assessments, environmental constraints, and inclusive design principles. Potential priority sites for future ramp installations may include:

- West end of Ocean Grove main beach
- Directly in front of the Patrol Tower, Ocean Grove Main Beach
- Raff's Beach (topographically conducive)
- Frank Ellis Playground, Barwon Heads
- Ozone Jetty, Barwon Heads
- Ocean Grove Boat Ramp
- Ocean Grove Boardwalk at the Bridge
- Bancoora Beach

Each of these sites should be evaluated for feasibility, usage patterns, environmental sensitivity, and connection to broader access networks. As noted later in the report each has positive elements, but also significant challenges from steep gradients leading to ramps to sand movement.

2.8 Stairs

There are vast range of stairs across the coastline, some of these are of significant structures and take the person from high above the foreshore down to the water's edge. These stairs support many people in accessing the beaches and other features of Barwon Coast.

Ideally stairs are kept to a minimum, and alternative access provided when they are in place. Clearly in many locations across the coast stairs are the appropriate and often the only feasible option to provide access for those that can use them.

Stairs are specified under legislation and Australian Standards:

Disability Discrimination Act 1992 (DDA)

- Federal legislation requiring equitable access to public spaces and facilities.
- Applies to all new infrastructure and upgrades, including stairs, where no alternative accessible route is provided.

Disability (Access to Premises – Buildings) Standards 2010

- Made under the DDA, these standards give legal force to access requirements in buildings and public infrastructure.
- Mandate that where stairs are provided, an alternative accessible path (e.g. ramp) must also be available.

National Construction Code (NCC)

- Sets minimum requirements for stairway design in buildings and public infrastructure.
- References technical standards such as AS 1428.1.

AS 1428.1:2021 – Design for access and mobility – General requirements for access – New building work

- Covers accessible stair design, including:
 - Uniform risers and threads
 - Tactile Ground Surface Indicators (TGSIs)
 - Handrails on both sides
 - Colour contrasting stair nosings
 - Slip resistant surfaces

AS 1428.2 - 1992 Design for access and mobility - Enhanced and additional requirements – Buildings and facilities:

- Recommendation of riser height and depths

AS 1428.4.1:2009 – Tactile ground surface indicators for orientation of people with vision impairment

- Specifies TGSi placement at the top and bottom of stairs and other hazard points.

Findings

The majority of stairs throughout the Barwon Coast are constructed from wide span timber, designed to negotiate challenging terrain, particularly along the foreshore and dune transitions. While structurally functional, most of these installations do not meet the accessibility or safety criteria outlined in AS 1428.1:2021. Common issues include:

- Open risers, which reduce visibility and stability
- Non-compliant handrails, often missing required extensions or correct diameter
- Absence of tactile ground surface indicators (TGSIs) at top and bottom landings
- Lack of contrasting stair nosings, limiting visual cues for step edges

Older stairs, particularly those providing river access, are often constructed with concrete, and in general cover a smaller distance. These stairs are also limited in regard to compliance.

Despite these limitations, several staircases have recently been upgraded or rebuilt to enhance safety and functionality. These updates demonstrate Barwon Coast commitment to ongoing improvement and maintenance.

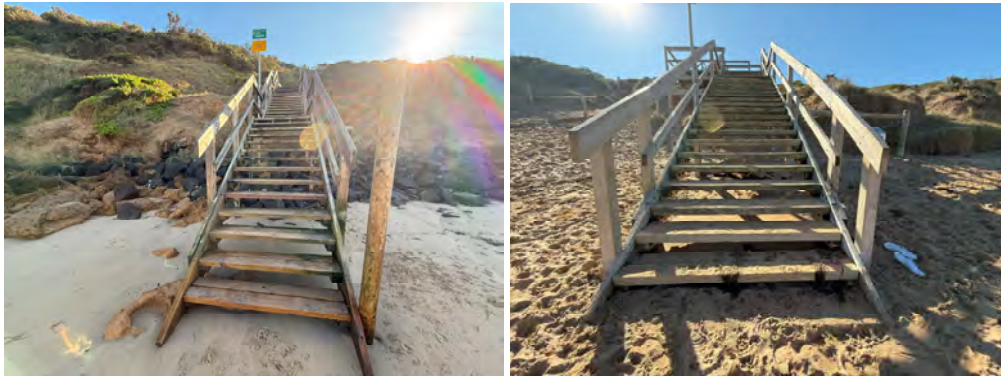


Figure 17: (a) Timber stairs at Hodgson and (b) Collendina beach



Figure 18: (a) Stairs at Ocean Grove boardwalk near bridge (b) Stairs to access river Ocean Grove side

Recommendation

Ideally, stairs should not form part of the Continuous Accessible Path of Travel (CAPT) and should only be installed where no reasonable alternative is feasible. However, several coastal locations along the Barwon Coast feature terrain where stairs are the most practical solution for access.

In such cases, the design, construction, or modification of stairs should strive to meet the requirements of both AS 1428.1:2021 and AS 1428.2:1992. Adhering to these standards will improve safety, consistency, and inclusive usability. Where possible, the following elements should be incorporated:

- Closed risers to improve footing visibility and safety
- Consistent riser height between 115 mm and 180 mm

- Consistent tread depth between 250 mm and 355 mm

Compliant handrails on both sides, positioned 865–1000 mm above the stair nosings and extending beyond the top and bottom step

- Non-slip stair nosings with a minimum of 30% luminance contrast to surrounding tread surfaces
- Tactile Ground Surface Indicators (TGSIs) at both the top and bottom landings
- Landings at the head and base of stairs, sized in accordance with user turning requirements

These design features help ensure the stairs are both safe and as inclusive as reasonably practical, especially in high use or high-risk environments like beach access points.

Where timber stairs are currently in use, alternative materials such as fibre-reinforced plastic (FRP) treads should be considered as a potential replacement, subject to designer and engineering assessment. FRP treads offer several benefits:

- Non-corrosive and slip-resistant, particularly in wet coastal conditions
- High durability and low maintenance, compared to timber which can rot, warp, or degrade over time
- Consistent surface finish with moulded anti-slip textures and integrated nosings
- Modular design, allowing for easier replacement or retrofitting in steep or irregular terrain

Adopting a more robust material standard at high use access points may reduce long term upkeep demands and potential improve user safety, especially where stairs serve as the primary access route to beaches or foreshore assets.

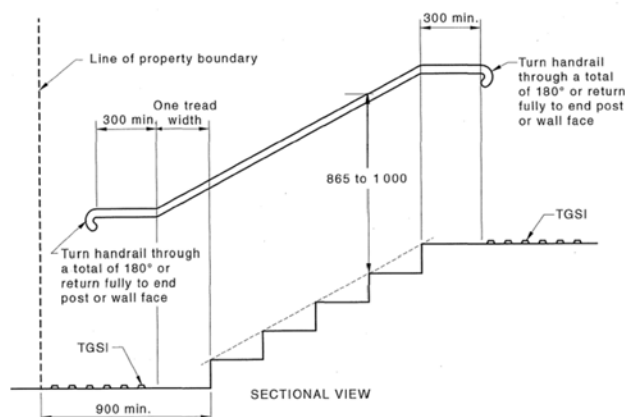


Figure 26(A) — Stairway location and handrail extensions at boundary

Figure 19: Extract from AS1428.1:2021 pg 48.

2.9 Designated Accessible Toilets

Barwon Coast provides several toilet banks in various locations, yet only a few of these contain features that would accommodate the needs of several users, especially but not only those with a disability.

Where sanitary facilities are provided, accessible toilets and showers should also be included to ensure equitable use. Unisex accessible facilities are essential, as users may be accompanied by carers of a different gender. Signage should feature the international symbol of access and refer to the space as an "Accessible Toilet" rather than "Disabled Toilet," promoting a more inclusive message for families and people of all abilities. Baby change tables may be installed but only if they do not obstruct the required circulation space when left open or closed, as some users may be unable to reposition them.

Accessible toilets must comply with the relevant Australian Standards and legislation:

Disability Discrimination Act 1992 (DDA)

- Establishes the legal obligation to provide equitable access to public facilities, including toilets.

Disability (Access to Premises – Buildings) Standards 2010

- Provides enforceable access requirements under the DDA and references specific Australian Standards.

National Construction Code (NCC) – Volumes One & Two

Sets technical access requirements for sanitary facilities, including:

- F2.4 – Provision of sanitary facilities
- F4D5–F4D7 – Accessible toilets and showers
- F2.9 – Accessible adult change facilities

AS 1428.1:2021

- Core design requirements for accessible toilets, covering circulation space, fixture placement, door swings, and fittings.

AS 1428.2:1992

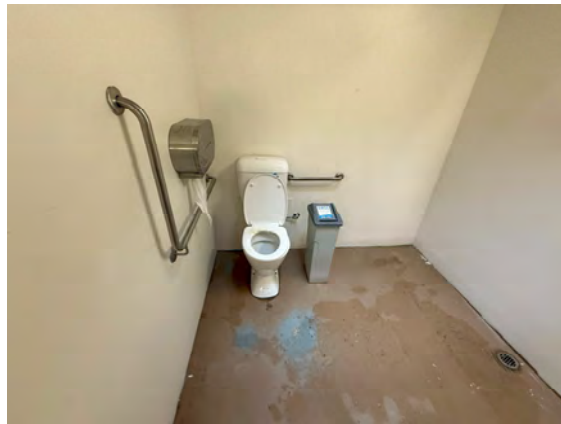
- Additional and enhanced usability guidance beyond minimum compliance

Accessible toilets must include a range of essential features to enable their safe and equitable use. If any of these features are missing, such as compliant circulation space, fixture placement, grabrails, or door clearances, the facility may not be fit for purpose. Mislabelling such a space as "Accessible" can result in a person beginning to use the facility but finding themselves unable to complete the process safely or independently.

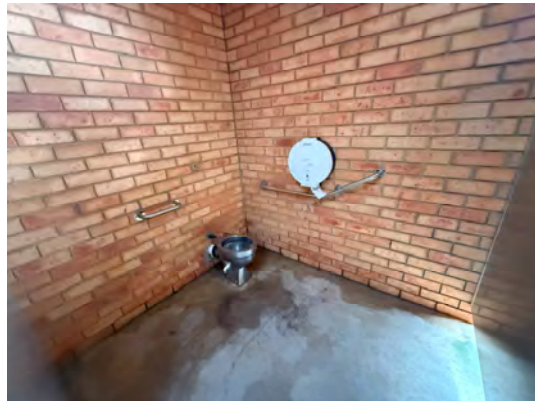
Currently, the toilet block at Ocean Grove Main Beach includes many of the necessary accessible features, though not all. At other locations, including the unsealed carpark on the Ocean Grove side of the Barwon River bridge, Frank Ellis Reserve in Barwon Heads, and Bancoora Surf Life Saving Club, toilet facilities are signed as accessible but do not meet the minimum requirements under AS 1428.1:2021.



Figure 20: "Accessible" toilet at (a) Ocean Grove unsealed carpark bridge



(b) Frank Ellis Reserve toilet bank



(c) Bancoora Beach

Recommendations

Barwon Coast should be commended for its leadership in placing access and inclusion at the forefront of coastal management. Toilet amenities are a critical part of this commitment, and the aim should be to ensure that all people, regardless of ability, can use these facilities safely, equitably, and with dignity. This progress is exemplified by the near completion of a Changing Places Facility at Ocean Grove Main Beach, a benchmark achievement that signals genuine community leadership in inclusive design.

As outlined in the site-specific assessments, several facilities across the coast warrant repair, upgrade, or reconstruction to align with the accessibility requirements detailed in AS 1428.1:2021. Barwon Coast should consider adopting a systematic approach to upgrading its full suite of toilet amenities. Priority attention should be given to high use areas, including:

- Frank Ellis Reserve (Barwon Heads Playground) – with potential to incorporate accessible change rooms
- The carpark toilets on the Ocean Grove side of the bridge, currently signed as “Accessible” but currently non-compliant
- Bancoora Surf Life Saving Club, where upgrades would improve coastal amenity access

All other current facilities can be considered too, based up Barwon Coast priority areas.

It is critical that connectivity is considered alongside facility upgrades. Accessible toilets must be meaningfully usable, which requires accessible parking, continuous accessible paths of travel (CAPTs), and step free access routes. Without this, the value of accessible facilities is undermined, and users are left excluded despite visible infrastructure.

The requirements of AS 1428.1:2021 are clear and must be fully implemented to ensure that accessible sanitary facilities function as intended, supporting safe, independent, and dignified toileting for all users.

2.10 Change and Shower Facilities

As noted above Barwon Coast are being proactive and have now completed a Changing Places Facility as part of the Ocean Grove main beach precinct. This will be a valuable addition to the coast, and links to what is known as the most accessible region of the coast.

Other regions do not have change or shower facilities which may be a significant limiting factor for many wanting to access these regions as unable to change in/out of the clothing needed to use these spaces.

Accessible shower facilities must provide sufficient space to accommodate two adults simultaneously, typically a person with a disability and their carer, to ensure privacy, safety, and ease of use. Where practical, these spaces should also incorporate adult and infant change tables, provided they do not intrude upon the minimum circulation clearance required for access and use.

Essential accessibility features include:

- A wall mounted shower seat and vertical and horizontal grab rails
- Slip-resistant, level, step free flooring
- Clear circulation space for unimpeded movement
- Clothes hooks and fittings positioned at accessible heights
- Unisex design, to accommodate all carer relationships

Adult Accessible Change facilities go further in provision of extra features, but does not include a shower as **per NCC S27 2022:**

- A hoist
- A toilet pan, seat, backrest and grabrails
- A washbasin and tap
- A change table
- Changing rails
- An automated sliding entrance door
- Signage
- Operating instructions for the hoist and change table
- Increase circulation spaces

The Changing Places Facilities go further with the addition of an accessible shower. Facilities must be fully compliant with the relevant Australian legislation and standards to be considered functional and inclusive.

Disability Discrimination Act 1992 (DDA)

Requires equitable access to public amenities, including showers, for people with disabilities.

Disability (Access to Premises – Buildings) Standards 2010

Enforces access requirements under the DDA, including provisions for accessible showers.

National Construction Code (NCC) – Volume One

Sets technical requirements for accessible sanitary and shower facilities in Class 2–9 buildings.

F4D5–F4D7 cover accessible toilets and showers

NCC Part F4 – Sanitary and Other Facilities

Australian Standards – Accessible Showers

AS 1428.1:2021 – Design for access and mobility – General requirements for access – New building work

Specifies layout, circulation space, grabrails, shower seats, and fittings for accessible showers.

AS 1428.2:1992 – Enhanced and additional requirements for access and mobility

Offers best-practice guidance for usability beyond minimum compliance.

Changing Places design specifications 2020

Design specification specific to this type of facility

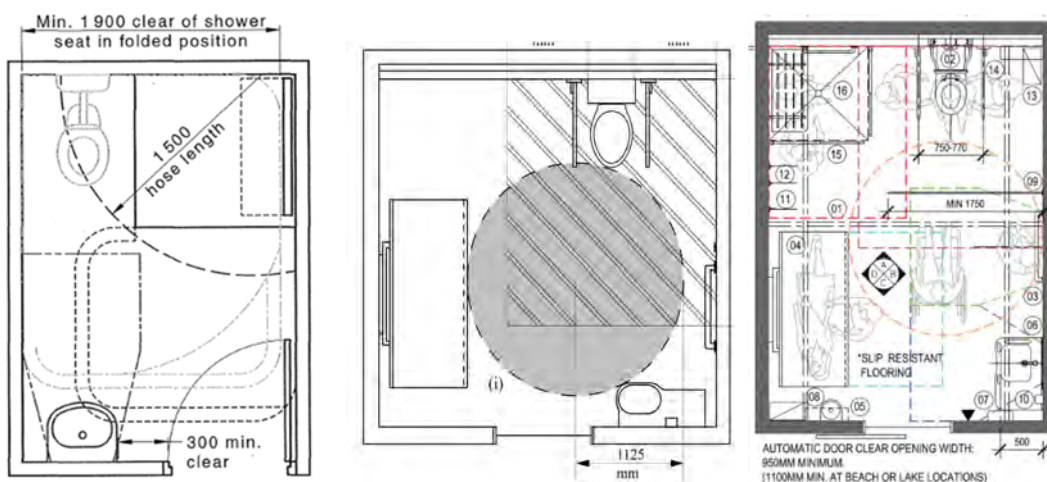


Figure 21: (a) Accessible Shower (b) Adult Change Facility (c) Changing Places Facility

Findings

Ocean Grove Main Beach is the only site along the Barwon Coast that offers two accessible toilet and shower facilities, providing essential amenities for individuals with mobility needs and their carers, unfortunately not all elements of the design are met due to installation of “vandal proof” features, such as no contrasting toilet seat or back support being provided. This commitment to inclusive infrastructure is further underscored by the imminent opening of a Changing Places

Facility at the same location, an exceptional asset that meets the highest level of accessibility design and reflects Barwon Coast's leadership in inclusive planning.



Figure 22: Current accessible bathroom Ocean Grove Main Beach

No other coastal sites currently provide accessible showers or compliant adult change facilities. This highlights a significant opportunity for staged investment and planning to broaden equitable access across other high use foreshore locations.

Recommendations

Barwon Coast has an opportunity to leverage this access audit to guide clear, forward-thinking decisions on future amenities. Accessible shower, change, and potentially Changing Places Facilities should be considered integral to a holistic inclusion strategy across the coastal region. Their presence at key locations will not only meet compliance standards but also encourage broader participation, allowing people to meaningfully engage in local beach and water-based activities, rather than simply visiting.

Strategic investment in sites such as Frank Ellis Reserve (Barwon Heads Playground) and the Ocean Grove side of the Barwon River could unlock new opportunities for inclusive coastal recreation, particularly for people with disabilities accessing the more "calm" river water. Should renovations occur, Bancoora Beach Surf Life Saving Club might also be a candidate to incorporate these facilities, further enhancing equitable access, but access to the beach is questionable.

Importantly, these amenities must not be delivered in isolation. Their success depends on integration within a connected framework, including:

- Accessible parking or public transport drop points
- Continuous Accessible Paths of Travel (CAPTs)
- Wayfinding signage
- Accurate, accessible digital information

By developing a cohesive, region wide access plan that links each amenity to its surrounding access ecosystem, Barwon Coast can ensure that these facilities are not only available, but truly usable, by those who benefit most, reinforcing its leadership in inclusion and access across the Victorian coastline.

2.11 Change and Shower Facilities

Tactile Ground Surface Indicators (TGSIs) are raised surface features installed on ground or floor surfaces to provide essential tactile cues for people who are blind or have low vision. These indicators assist with orientation, hazard awareness, and wayfinding in both built and public environments. Barwon Coast has several variations in the type of and locations of installation.

There are two primary types of TGSIs used in Australia:

- Warning Indicators (raised domes): Installed at locations where hazards may be present, such as intersections, mid-block pedestrian crossings, bus stops, wharves, jetties, platform edges, and areas with overhead or ground level obstructions. They also signal changes in direction or the end of a safe path of travel.
- Directional Indicators (raised bars): Used to guide pedestrians through open or complex spaces and toward key destinations such as transport stops, building entrances, or crossing points.

TGSIs should be installed to ensure that directional indicators lead clearly to crossing points or key destinations, and that warning indicators are placed before hazards such as kerb ramps, medians, or vehicle conflict zones. Their correct placement is critical to ensuring safe, independent navigation for people with vision impairment.

Relevant Legislation and Standards for TGSIs in Australia

Disability Discrimination Act 1992 (DDA)

Establishes the right to equitable access to public spaces and infrastructure.

Disability (Access to Premises – Buildings) Standards 2010

Mandates the use of TGSIs in accordance with referenced standards.

National Construction Code (NCC) – Volume One, Clause D3.8

Requires TGSIs at stairs, ramps, escalators, and other hazard points.

AS/NZS 1428.4.1:2009 – Design for access and mobility – Part 4.1: Tactile Ground Surface Indicators

The primary technical standard for TGSi design, placement, luminance contrast, and slip resistance.

Findings

There is inconsistency across the Barwon Coast in the installation and application of TGSIs. While it is encouraging to see that more recent upgrades and infrastructure improvements are incorporating TGSIs in line with accessibility standards, earlier sites and legacy assets often lack this essential wayfinding and hazard warning feature.

It is acknowledged that TGSIs may not be appropriate in all environments, particularly along natural trails or unsealed surfaces where installation is impractical or noncompliant with environmental or design constraints. However, there are several existing locations where TGSIs would be suitable and highly beneficial, especially at intersections between pedestrian pathways and roadways, or where directional guidance through large open spaces is required. Their absence at these key points may limit safe independent mobility for people who are blind or have low vision.



Figure 23: TGSi examples: (a) Ocean Grove main beach toilet amenities



(b) Stairs to Dunes Café, Ocean Grove Main Beach



(c) Pathway across Ocean Grove Main Beach car park



(d) path leading across the road on Ocean Grove side of bridge, ocean side leading to river side

Recommendations

A coast wide review of TGSi application would significantly strengthen Barwon Coast's progression toward universal design and consistent accessibility compliance. As previously mentioned, it is acknowledged that Barwon Coast must consult with COGG and DTP for certain infrastructure linked to aspects of roadways, public transport and other infrastructure. It is recommended that Barwon Coast advocate for a level of consistency from these agencies in respect to TGSi installation policy.

The development of a clear policy guiding TGSi installation, particularly at all pedestrian roadway intersections, would provide a strong foundation for safe, predictable navigation. In some cases, this may require complementary upgrades such as kerb ramps or constructed hardstands to ensure practical and equitable access between trails and roadways.

While the strategic inclusion of TGSIs is encouraged, it is critical that overuse is avoided. Excessive or poorly placed indicators may confuse or desensitise users, especially those with low vision who rely on predictable tactile cues. TGSi installation should focus on key risk and decision points such as:

- Roadway and footpath crossings
- Staircases, ramps, and stepped pathways
- Entrances to key buildings and accessible amenities

- Unremovable hazards such as drop-offs, overhead obstructions, or sudden path changes

Where TGSi installation is not suitable, such as along natural trails or unsealed surfaces, alternative navigational cues may be considered in line with contextual design constraints. This may include directional signage, infrastructure that blocks conflict with roadways and vehicles, the use of high contrast surfaces to direct users along the recommended path. This targeted, standards aligned approach will support improved wayfinding and safety across Barwon Coast's diverse path network, reinforcing the organisation's leadership in inclusive infrastructure and connect the other features listed in this report.

2.12 Seating

Barwon Coast does utilise seating in many forms across the coast. The inclusion of seating along coastal trails, lookouts, and recreational points is a key element of universal design, supporting rest, social interaction, and equitable access for people of all ages and abilities. Seating should be spaced at regular intervals along accessible paths of travel, particularly in areas with gradients, long distances, or scenic value. Where possible, seats should include armrests and backrests, be positioned on firm, level surfaces, and allow for adjacent wheelchair space to support inclusive use. Shade, shelter, and visual contrast between seat and surrounding surfaces are also important considerations for comfort and visibility.

Relevant Legislation and Standards

Disability Discrimination Act 1992 (DDA)

Requires equitable access to public infrastructure, including rest areas and seating.

Disability (Access to Premises – Buildings) Standards 2010

Enforces access requirements for new and upgraded public facilities.

AS 1428.2:1992 – Enhanced and additional requirements for access and mobility

Provides best practice guidance for seat spacing, placement, and usability in public environments.

Findings

Barwon Coast provides a variety of seating types across coastal locations, including timber bench seats and picnic tables. While these contribute to overall visitor amenity, their design, placement, and accessibility features vary considerably. In many cases, seating differs in height, lacks armrests or backrests, and is not positioned on a firm, level surface or linked to an accessible pathway, creating barriers for people with limited mobility or balance concerns.

Some of the longer trails have significant distances between any provided rest points.

Barwon Coast also offer several seating installations with appropriate rest points and support longer visits by encouraging people to pause and enjoy the natural surroundings. This is more

evidence in the locations at Barwon Heads river trail, Ocean Grove main beach, and parts of the 13th beach trail.



Figure 24: Various seating options providing along Barwon Coast

Recommendation

Barwon Coast can enhance consistency in seat design and placement, particularly with accessible seating options spaced at regular intervals along walking trails (60 – 100m) or near key destinations, this would substantially improve usability, safety, and the inclusiveness of the visitor experience.

Seating should be integrated into the broader access strategy, ensuring connectivity with accessible paths, signage, and amenities. Placement should consider rest points near carparks, toilets, viewing areas, on firm surfaces with clear circulation space and along shared trails to support fatigue management and inclusive participation in coastal experiences.

Seating options can go further to include wheelchair or other wheeled device provisions.

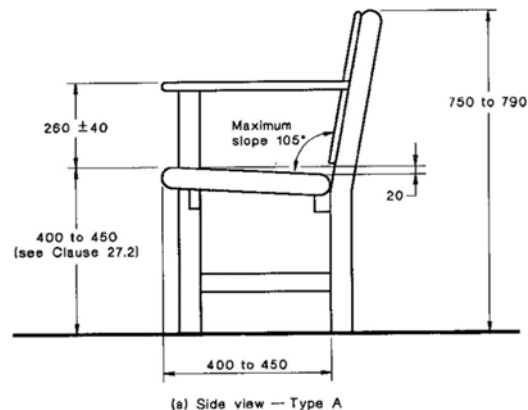


Figure 25: AS1428.2:1992 Pg: 39

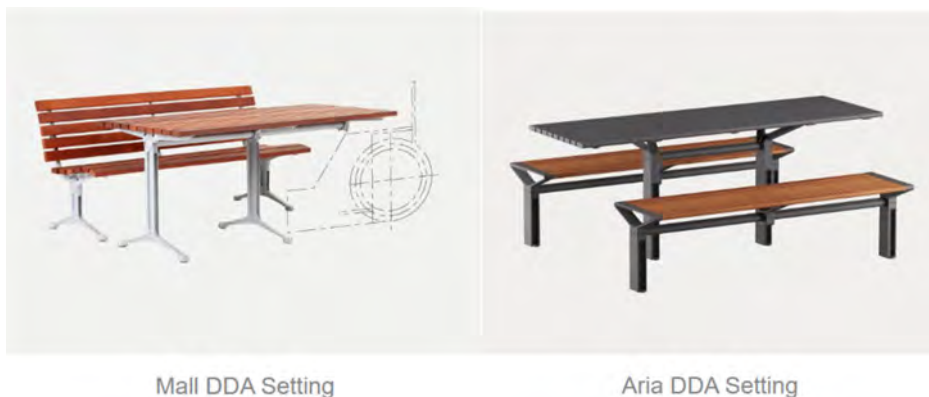


Figure 26: Accessible park bench and table options, www.streetfurniture.com

2.13 Shade Structures or Natural Shade

Accessible public spaces should provide safe, comfortable resting areas, including access to both natural and constructed shade. Shade is essential for sun safety, especially for people with disability, older adults, families with young children, and individuals with health conditions that limit heat tolerance. Well placed shade enhances the usability and enjoyment of outdoor environments year-round, promoting the increased use of these spaces

Natural shade, from mature trees, shrubs, and planted corridors offers important environmental and aesthetic benefits. However, it often varies by season, weather, or time of day. As such, built shade structures, such as shelters or pergolas, should be used to supplement natural shade.

Findings

Barwon Coast relies predominantly on natural shade, with only limited implementation of constructed shade structures across coastal reserves, mostly at the Ocean Grove main beach

playground, rotunda and Frank Ellis reserve and Lahey Square. Given that much of the region supports outdoor recreational activity, this limited provision can pose challenges, particularly for people with heat sensitivity, young children, older adults, and the general public seeking retreat from direct sunlight. The decision to install shade structures must be considered site by site, with careful attention to environmental factors, user behaviour, and potential exposure to prevailing winds and coastal conditions.

Recommendations

Ocean Grove Main Beach may offer some opportunity for integrated shade provision, but its open nature and vulnerability to high winds mean that technical input from a qualified design team is essential to ensure structural safety and longevity. In contrast, areas along the Barwon River corridor may be more suitable for built shade investment, offering shelter from weather and strong potential for co-located amenities previously mentioned in this report.

Importantly, shade provision must be approached as part of a connected design framework. Shade, seating, accessible paths of travel (CAPTs), wayfinding signage, and access to parking or public transport should all be considered together. A well-integrated shade strategy will ensure that future facilities are highly usable and inclusive, rather than isolated or ad hoc installations that miss the opportunity to support broader accessibility goals.

2.14 Drinking Fountains

Drinking fountains are an important amenity in public open spaces, supporting hydration, comfort, and extended use of recreational areas. To ensure equitable access, fountains should be installed in close proximity to other key features such as seating, barbecue areas, picnic shelters, and accessible paths of travel. Visual contrast between the fountain and surrounding surfaces is essential to assist users with low vision in locating the unit.

AS 1428.2:1992 provides best practice guidance for accessible drinking fountain design, but more recent documents have also provided recommendations:

- Top of bowl height: 700-850 mm
- Bottom of bowl height: 640 - 720 mm
- Clear depth under bowl: 440 - 500 mm (to accommodate wheelchair footrests)
- Side or front approach with unobstructed circulation space
- Controls (e.g. push buttons or levers) within reach range and operable with one hand and minimal force

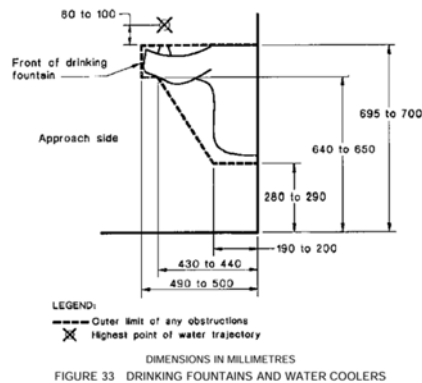


Figure 27: AS1428.2 1992

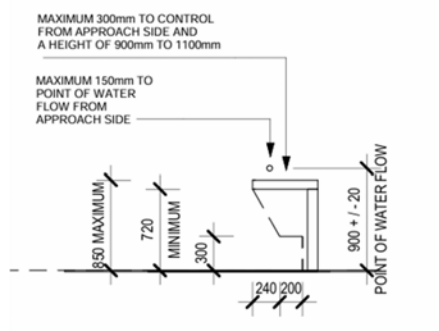


Figure 28: Accessible Drinking Fountains & Water Filling Points - Sheets 1

https://www.emaa.com.au/uploads/4/6/3/2/46326229/20150831_raia_dg_drinking_fountains_drgs.pdf

Note these measurements have several different reference points, so a "range" is provided.

Fountains should also include appropriate drainage, be positioned on firm, level surfaces, and avoid splash zones that could create slip hazards. Where possible, bottle refill points and dog bowls can be integrated to support broader community use.

Findings

Barwon Coast have commenced the installation of several drinking fountains over recent times. This has been a positive addition and has integrated culture important artwork to further increase the inclusivity of the region. The location of fountains is often aligned to CAPT and other infrastructure, in high use areas. Some challenges are seen in access to the fountains due to location, circulation space and ground surfaces.



Figure 29: (a) Drinking fountain Ocean Grove Main Beach (b) Frank Ellis Reserve playground

Recommendation

Drinking fountains should be installed at key locations along coastal trails and pathways and at primary activity locations across the Barwon Coast. It is noted that this is not always possible due to the wide region managed by Barwon Coast, with many areas not serviced by infrastructure required to provide water. That said, fountains serve as important hydration points, encouraging longer and safer outdoor engagement for all users, and increase provision is recommended where possible. The effectiveness of these installations is directly tied to their accessibility and placement.

Drinking fountains should be provided:

- Positioned on a firm, level surface
- Accessible from both front and side approaches
- Integrated within the Continuous Accessible Path of Travel (CAPT)
- Located near other amenities such as seating, picnic facilities, and signage
- Accompanied by clear wayfinding and visual contrast for easy identification

To comply with AS 1428.1:2021, each drinking fountain must provide a minimum circulation space of 1540 mm x 2070 mm to enable a 180° turn in the direction of travel. A minimum 1000 mm clearance in front of the unit is also required to allow unobstructed access, including when the fountain is in use.

This feature adds to the overall picture that Barwon Coast is providing to users showing consideration not only of providing the drinking fountain, but the specific location ensure it is accessible and connected.

2.15 Bicycle Parking or Bike Stations

The provision of bicycle parking stations along the Barwon Coast supports active transport, reduces vehicle congestion, and encourages sustainable recreation.

Design and installation should comply with **AS 2890.3:2015 – Parking Facilities – Bicycle Parking**, which outlines minimum requirements for layout, security, and usability. Key considerations include:

Are racks designed to support the frame and at least one wheel? (e.g., U-rails, hoop-style)

- Rack be used with a standard D-lock or chain lock
- Racks spaced to allow for easy use without entanglement (min 1200mm spacing between rails)
- Clearance behind and in front of the rack? (e.g., 1800 mm for manoeuvring space)
- 1800mm minimum aisle width behind the parked bike area
- 1000mm minimum distance between adjacent racks
- Bike parking not impeding accessible paths of travel or pedestrian routes
- A level, firm, non-slip path between parking and site entrance

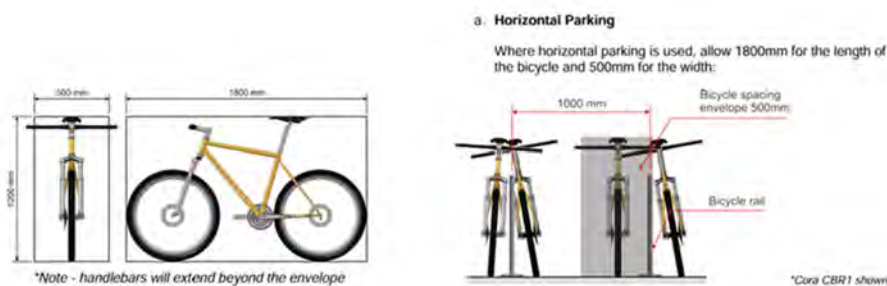


Figure 30: Images taken from www.cora.com.au

Findings

Barwon Coast has already invested in several at Ocean Grove Main Beach and Barwon Heads side of the bridge. To be effective and inclusive, bike stations should be strategically located at key destinations such as trailheads, beach access points, picnic areas, and near public amenities like toilets, drinking fountains, and seating. Placement should ensure connection to the CAPT and avoid obstructing pedestrian movement.

Recommendation

The installation of bicycle parking stations should be carefully integrated into a connected coastal mobility network that supports active transport and aligns with Barwon Coast's broader goals of sustainability, inclusion, and reduced reliance on private vehicles. Locating bike stations near public transport stops, shared use trails, end of trip facilities, and key recreational locations will encourage cycling as a practical and environmentally conscious mode of access. Increased bike use may also help to alleviate parking demand and traffic congestion, particularly during peak tourism seasons.

However, the implementation of bike infrastructure must not compromise other priority accessibility elements, such as:

- Clear, unobstructed CAPT



- Access to seating and rest areas
- Accessible parking bays or loading zones

Bicycle stations should be considered within the holistic framework of regional planning, ensuring they contribute to rather than detract from the overall accessibility and usability of public space. If Barwon Coast chooses to actively promote cycling as a preferred mode of transport, complementary infrastructure, such as safe bike lanes, clear wayfinding, and secure storage, should be included as part of a comprehensive mobility plan, with future planning of provision of power to these locations for e-bike recharging.

2.16 Lighting

Appropriate lighting is essential for ensuring safe, accessible, and welcoming environments across Barwon Coast's public spaces, particularly during early morning, evening, or low light conditions. Lighting supports visibility for all users, enhances wayfinding, and plays a critical role in reducing the risk of trips, falls, and crime, especially for people with disability, older adults, and families.

Lighting should be provided at:

- Accessible car parking bays and adjacent circulation spaces
- Pathways and trails, especially where gradients, intersections, or changes in direction occur
- Public amenities, including toilets, drinking fountains, seating, and illuminating signage
- Entrances to buildings or shelters, including surf clubs and change facilities

Lighting should be integrated into the CAPT and coordinated with wayfinding and digital information systems to support safe, independent navigation.

Findings

Along the regions managed by Barwon Coast, lighting is provided at select high use car parks and some key amenities. However, overall lighting infrastructure along the coast is limited, particularly across pathways, trails, and less populated regions. This may reflect intentional environmental protection strategies, to minimising light spill in sensitive dune or wildlife corridors, but the absence of lighting at key access points poses safety risks and may limit community use beyond daylight hours.

Recommendation

To support safe, inclusive, and environmentally responsive access across Barwon Coast areas, a dedicated lighting policy should be developed. This policy would provide clear guidance on the purpose, placement, and design of lighting infrastructure along coastal pathways, amenities, and public spaces, ensuring a consistent and transparent approach to lighting provision.

Barwon Coast can identify priority locations where lighting is essential to support safe use, including:

- Accessible car parking bays and public transport drop-off zones
- Continuous Accessible Paths of Travel (CAPT)
- Public amenities such as toilets, change facilities, seating, and shelters
- Pedestrian and vehicle interface points, including crossings and carpark entries
- High use regions of the precincts including Ocean Grove main beach, Barwon Heads river trail, Ocean Grove to Barwon Heads trail.

This policy should also account for environmental sensitivity by incorporating lighting design that is low glare, energy efficient, and wildlife conscious. Consultation with qualified lighting designers can guide strategic upgrades that balance safety and accessibility with landscape character and ecological protection.

A well-structured lighting policy will not only inform future infrastructure investment but also promote user confidence, extend the functional use of public spaces, and reinforce Barwon Coast's commitment to inclusive, sustainable design.

2.17 Location-Specific Accessible Equipment

Currently, specific accessible equipment has only been identified at one coastal location, Ocean Grove Main Beach, where a beach accessible wheelchair is available via the Ocean Grove Surf Life Saving Club. The equipment is stored beneath the patrol tower and accessed through direct arrangements with a club representative. While the use of this wheelchair has been well received by the community, there is limited visibility and formalisation of the loan process, which may hinder broader public awareness and use. Improving communication and access procedures would enhance the effectiveness and reach of this resource.

There is significant opportunity for Barwon Coast to expand its provision of accessible equipment, guided by a strategic vision for accessible destinations. Equipment investments, such as beach wheelchairs, walkers with balloon tyres, and mobility matting systems, should be targeted to locations identified for enhanced accessibility infrastructure. One clear opportunity is along the Barwon River corridor, where conditions are less affected by open beach swell and offer greater potential for permanent access pathways.

Beach matting has been consistently raised by community members as a tool for increasing access to sand and shoreline activities. However, reliance on volunteers, temporary installations is not sustainable. Barwon Coast should investigate durable, low-maintenance matting systems, potentially trialled at sheltered sites where terrain and conditions are favourable. Where matting is provided, complementary infrastructure such as parking, shade, accessible amenities, and seating should also be in place to ensure the matting is usable and purposeful.

The procurement and deployment of accessible equipment must form part of a coordinated and connected strategy, aligned with Barwon Coast's broader accessibility and inclusion priorities. Equipment should be promoted through accessible communication channels, maintained regularly, and tied to known, accessible entry points to maximise community benefit.

2.18 Inclusive Playgrounds

Playgrounds should be designed to support equitable participation by children of all abilities. A Continuous Accessible Path of Travel (CAPT) must connect accessible car parking to the playground and extend to and through all play components, enabling independent access for children and carers using mobility aids. These paths should incorporate tactile cues to assist users with low vision and be constructed with firm, slip resistant surfaces.

Inclusive playgrounds should offer a diverse range of accessible play elements, including:

- Ground level and elevated play opportunities
- Sensory rich experiences involving sound, movement, and tactile interaction
- Equipment that supports physical, cognitive, and social engagement
- To support inclusive use, the surrounding environment should also include:
- Seating with backrests and armrests, positioned on level surfaces with adjacent wheelchair space
- Accessible toilets, ideally within close proximity
- Shade and shelter, both natural and built
- Drinking fountains installed to accessible specifications
- Clear, high contrast signage with logical placement and sightlines from seating to play areas to support supervision and safety

Everyone can play: A guideline to create inclusive play spaces, provides benchmarking and direction on accessible features, design and layout of playgrounds and play spaces.

These features should be integrated into a cohesive design strategy, ensuring that the playground is not only compliant but also welcoming, usable, and enjoyable for all children and their families.

Findings

Barwon Coast provides two principal playground facilities: Kurrak Playground at Ocean Grove Main Beach and the playground at Frank Ellis Reserve in Barwon Heads.

Kurrak Playground reflects several strong elements of inclusive design. It features a padded, firm surface pathway that connects to each piece of play equipment, along with dedicated accessible play elements. The space provides a welcoming and engaging environment suitable for children of varied ages and abilities. The incorporation of Indigenous storytelling through interpretive features is also a notable cultural and educational inclusion.

However, access limitations are evident. The CAPT leading to the playground includes steep gradients, which may present challenges for users with mobility needs or prams. Additionally, seating is limited, reducing opportunities for carers and families to remain comfortably within the play space for extended periods.

At Frank Ellis Reserve, the playground provides partial path access, with a sealed surface connecting to selected equipment. However, the remainder of the playground is surrounded by a



sand base, creating barriers for users of wheelchairs or mobility aids. Positive features include the presence of an “all abilities” swing, a drinking fountain, shade structures, and a variety of conventional play equipment, as well as seating facilities.

Recommendation

Barwon Coast should be commended for its commitment to providing welcoming, inclusive playground environments that support participation by children and families of all abilities. The efforts at Ocean Grove and Barwon Heads demonstrate meaningful progress toward inclusive public space design, offering key features such as accessible surfacing, sensory rich play equipment, and interpretive storytelling elements.

To further enhance these spaces, Barwon Coast may consider integration of the following features which have been informed by **Everyone Can Play**, a NSW Government initiative on inclusive playgrounds:

- Strategic placement of playgrounds in areas with gentler gradients and easier access
- Strengthening the Continuous Accessible Path of Travel (CAPT) to, through, and within each site
- Expanding the range of accessible play equipment to support inclusive engagement across all ages and abilities
- Increasing accessible seating, shade, and circulation space to support safe, comfortable stays for families and carers
- Create an entrance and a barrier around the outside of the playground to limit risk of children leaving the area unknowingly

These enhancements will ensure the playgrounds not only comply with standards but continue to evolve as exemplars of equitable design and meaningful inclusion along the Victorian coastline.

To further enhance the inclusivity of Barwon Coast’s recreational environments, Barwon Coast could explore the development of sensory friendly spaces that cater to both children and adults who may benefit from quieter, more structured environments. These could take the form of sensory walks or nature based modulation zones located near existing playgrounds, offering an alternative to the busier, high stimulus play areas.

Such spaces provide critical support for individuals with sensory processing differences, autism, neurodivergence, or anxiety, enabling them to engage with public spaces in a way that feels safe, soothing, and regulated. Features may include:

- Tactile ground surfaces (e.g. gravel, timber decking, native grasses)
- Natural shade, filtered light, and calm visual elements
- Sensory planting (aromatic, textural, seasonal)
- Quiet rest areas with inclusive seating options
- Interpretive or story-based signage to encourage mindfulness and connection to place



Positioning these environments adjacent to traditional play areas allows siblings and families to remain together while supporting individual needs. Their development aligns with universal design principles and reinforces Barwon Coast's leadership in inclusive coastal planning.

3. Individual Locations Actions

The following sections present information on the nine sites audited using the bespoke Barwon Coast Access Tool. This overview **must** be read in conjunction with the **Barwon Coast Access Audit Tool Report – Stage 2 (Enable Access, 04/06/2025)**, which provides detailed site-specific findings, imagery, and references to relevant Australian Standards.

3.1 Collendina Beach

Collendina Foreshore is a popular coastal destination located along the Bellarine Peninsula in Victoria, Australia. The primary attractions at this location include accessing the sandy beach for recreation, enjoying scenic coastal views, and walking along adjacent pathways. Visitors also frequently access a nearby local café, which forms part of the overall visitor experience.

Building upon the findings of the access audit, these recommended measures to improve access and inclusion at Collendina Foreshore. It focuses on addressing identified barriers and prioritising enhancements that enable individuals of all abilities to safely and confidently enjoy key activities, such as beach access, walking routes, and use of facilities. The report aims to guide practical, standards-aligned improvements that reflect both community input and best-practice accessibility principles.



Key Findings and Actions

The primary features of the Collendina Foreshore include access to the beach, scenic coastal views, and walking trails. It is acknowledged that this location presents a significant height



change between the carpark and beach level. Currently, stair access is the only available option, which presents usability challenges for many community members.

Installing a compliant accessible ramp at this site would require substantial infrastructure due to the steep topography. Such a solution would likely necessitate multiple landings, rest areas, and integration into the existing dune structure. This level of intervention would involve extensive planning, environmental assessment, and community consultation, and is unlikely to be feasible. As an alternative, Barwon Coast could consider implementing a level CAPT from the roadway to a thoughtfully designed viewing platform. This could include rest areas, shade structures, signage, and other accessible facilities, enhancing inclusion without compromising the surrounding landscape. Upgrades to the existing stair system could also be undertaken to improve safety and usability alongside these features.

Digital Information

Findings: While Collendina Beach is listed on beachsafe.org.au and TripAdvisor, no accessibility details are provided. Barwon Coast's digital platforms do not feature this location in access-specific directories.

Action: Update Barwon Coast's website and affiliated platforms with Collendina specific access information. Include digital maps, photos, and feature summaries. Integrate QR codes into signage for real-time digital access

Public Transport Connectivity

Finding: There is no direct public transport service to Collendina Foreshore. The closest bus stop (Route 55) is more than 600 metres away, with no accessible path of travel or directional signage linking it to the foreshore. The distance and lack of guidance limit access for people who do not drive or use mobility aids.

Action: Advocate to Public Transport Victoria (PTV) for improved coastal service coverage and installation of accessible infrastructure at key drop off points. Promote existing access limitations on digital platforms to inform visitors. Consideration of seasonal shuttle bus in consultation with other agencies, COGG & DPT.



Figure 31: Potential new bus route and location for accessible bus stop location

Accessible Parking

Finding: A single accessible parking bay exists but fails compliance, missing surface markings, shared zone, and compliant pathway connection.



Figure 32: Potential new accessible car parking bay locations (red) and bus drop off locations (yellow)

Action: Upgrade current car parking bay to meet AS 2890.6 and AS 1428.1 standards. Install a new accessible bay closer to the foreshore entrance with a sealed, step free CAPT linking to amenities and beach access features.

Kerb Ramps

Finding: No kerb ramps are present at this location. The absence of sealed paths or kerbing prevents the installation of accessible kerb transitions.

Action: Install compliant kerb ramps wherever paths connect to car parking or roadways. Ensure integration with a sealed, continuous accessible path of travel.

Signage and Wayfinding

Finding: Signage focuses on regulation and safety, with limited pedestrian or accessibility guidance.

Action: Implement consistent signage aligned with AS 1428.1 and universal design, change signage at toilet amenities. Potential to incorporate QR codes linking to accessible digital content about site features, access routes, and gradient warnings. Use of signs for story telling at viewing platform.

Pathways (CAPT)

Finding: Pathways are disconnected, non-compliant, and uneven. The surface quality varies with vegetation overgrowth, deep ruts, and lack of pedestrian priority through car parks. It is noted of a preexisting pathway that is now blocked off that navigates its way down the dune directly next to the stairs.



Figure 33: Potential CAPT

Action: Reconstruct a sealed, continuous accessible path from parking to amenities and the beach entry. Where full compliance is not possible (e.g., terrain), provide signage at entry points alerting users to surface and gradient conditions. The path along the side of the stairs is not accessible, and should not be considered as a viable accessible option with the significant gradients and surfaces encountered.

Stairs and Beach Access

Finding: Timber stairs to the beach lack nosings, TGSI, compliant handrails, and uniform risers. The lower step leads directly to soft sand, with no alternate accessible route.

Action: Review and upgrade the staircase based upon Barwon Coast's agreed stair policy, to comply with AS 1428.1. Consider stair replacement using FRP treads to reduce maintenance and improve safety. The likelihood of creating a "ramp" at this location to gain access to the beach is unlikely due to the significant height change, potential to create a formalised viewing platform at the head of the stairs, include storytelling, seating and signage at the lookout platform.

Toilets

Finding: Accessible and ambulant toilet cubicles are provided, but both have non-compliant elements:

- Grab rails are loose or corroded.
- Baby change table is too high.
- Tapware and toilet roll dispensers obstruct circulation space.
- Door swing and hinges do not allow the door to stay open.

Action: Rectify grab rail condition and fittings. Reposition baby change table to meet height requirements. Replace tapware and door mechanisms with compliant alternatives. Reassess ambulant cubicle dimensions to meet required clearances.

Toilet roll shall not have a projection from the wall of more than 150 mm.

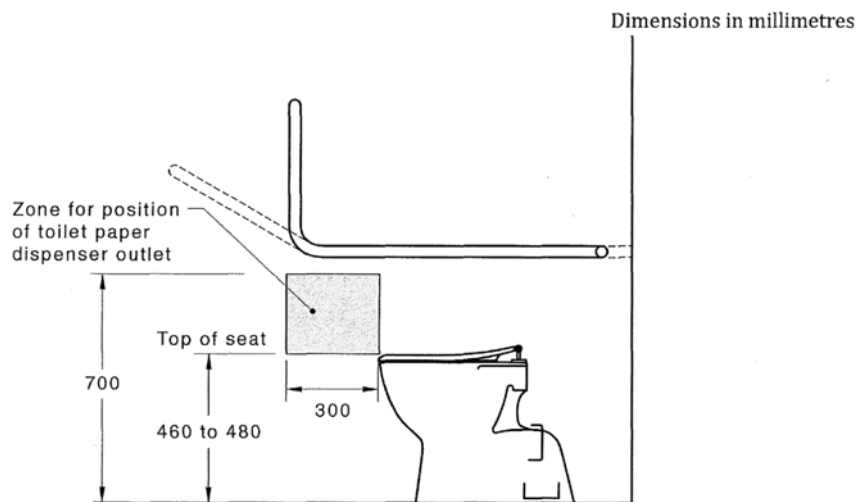


Figure 41 — Zone for position of toilet paper dispenser

Figure 34: Extract from AS1428.1:2021 pg:77

Change and Shower Facilities

Findings: No change or shower facilities are provided.

Action: Identify this site as a potential candidate for change facilities if high demand or future development warrants inclusion.

Seating and Shade

Finding: Existing seating lacks armrests, backrests, or wheelchair provisions, and is not linked to accessible pathways. No structured or natural shade is available.

Action: Install accessible seating (as per AS 1428.2) at rest intervals and key locations. Include shade elements (natural or built) at at least one seating and picnic area. If a new viewing platform provided opportunity for a seating and potentially a shade location.

Tactile Ground Surface Indicators (TGSi)

Finding: No TGSi provided, even at key decision points, pedestrian/vehicle interfaces, or stairs.

Action: Install TGSi at stair landings, kerb transitions (once added), and directional points throughout the site.



Drinking Fountains

Findings: No water fountains are present on site.

Action: Install a DDA compliant drinking fountain, preferably along the upgraded CAPT near seating or toilets, ensure circulation space.

Bicycle Parking or Bike Stations

Findings: There is no bicycle parking at Collendina Foreshore.

Action: Install bike racks near the car park, entrance to CAPT and/or viewing area, to promote active transport access, ensure does not impeding CAPT.

Lighting

Finding: Lighting is only present at the toilet block.

Action: Extend lighting along primary access CAPT

Collendina foreshore presents a valuable opportunity to advance coastal accessibility at the eastern end of the Barwon Coast. Key priorities include the establishment of a compliant accessible parking bay with direct connection to CAPT, beach access, and upgraded toilet amenities to resolve current non compliances. Safe, step free pathways with appropriate gradients and surfacing should be installed, as best as possible, particularly to the head of stairs, to support movement across the site. Additional infrastructure such as accessible seating and integrated wayfinding signage will further enhance usability for all visitors. Public transport advocacy remains essential to ensure equitable access for those arriving without private vehicles.

3.2 Barwon Heads to Ocean Grove Main Beach Trail

The Barwon Heads Bridge to Ocean Grove Trail spans approximately 2.1 km, beginning at the car park on the western side of the bridge and extending to the Ocean Grove Main Beach facilities. This shared pedestrian pathway provides critical access to the coastal environment and intersects numerous beach entrances, connecting visitors to foreshore amenities and recreational assets along the route.

This audit focused specifically on pedestrian accessibility along the trail, assessing all elements from the Barwon Heads Bridge car park to the Ocean Grove Main Beach. The findings outlined in the following action report identify key access barriers and non-compliant features observed throughout the trail alignment. Each identified issue is accompanied by targeted recommendations to support improved accessibility and alignment with relevant Australian standards and inclusive design principles.



Key findings and Recommended Action

Digital Information

Findings:

- General trail information is available on several tourism and walking websites.
- No site includes specific details about accessible features or limitations.

Recommended Action:

- Update Barwon Coast and tourism websites to include:
 - Trail gradient map
 - Accessible facility listings
 - Risk warnings (e.g., steep sections, road crossings)

Public Transport

Findings:

Bus Route 55 services areas adjacent to the trail, with five stops located near access points.

However:

- No stop is directly connected to the trail.
- Many stops lack concrete pads, paths, or shelters.
- The most accessible stop near the Ocean Grove caravan park lacks a connecting path.

Action:

- Advocate to COGG and DPT for a change in bus route to include Ocean Grove main beach and create fully accessible stops at both ends of the trail with compliant design (pads, shelters, tactile features).
- Install connecting paths from key bus stops to the trail.
- Improve wayfinding signage from existing stops.



Figure 35: Potential change to bus route

Accessible Parking

Findings:

- **Barwon Heads end:** Two signed accessible bays lack compliant design and are linked via stairs.
- **Ocean Grove end:** An accessible bay in the unsealed car park connects to the trail, but lacks full compliance.
- **Main Beach:** Bays near the surf club exemplify best practice but are distant from the trail entrance.

Action:

- Upgrade existing bays at Barwon Heads and Ocean Grove ends to AS 2890.6 standards.
- Install a designated accessible bay at the Ocean Grove trailhead.
- Ensure direct CAPT links from roadway and beach access points to trail.

Kerb Ramps

Findings:

- Absent at multiple road-pedestrian intersections and at trail access points.
- Users must step over or navigate uneven surfaces at crossings.

Recommended Action:

- Install compliant kerb ramps and TGSIs at all trail and road intersections and key entry points.

Continuous Accessible Path of Travel (CAPT)

This is the primary feature of the location and should be considered as a central asset as many users come to the region to move along this trail and be immerse in nature, in addition to use to go from one location to another.

Findings:

- Pathway surface varies between compacted gravel, timber boardwalk, and sealed surfaces.
- Several sections merge with car parks or roadways without clear separation.
- Gradients in places exceed 1:8.
- Multiple high-risk zones for vehicle pedestrian conflict.

Recommended Action:

- Barwon Coast Management to decide on a central CAPT and invest on this agreed pathway. Consideration to network of trails in the area.
- Upgrade surfaces where erosion or sand drift impacts accessibility.
- Delineate trail from roadways with physical and visual markers (e.g., contrasting edges, bollards). Especially with pedestrian and vehicle conflict areas.
- Address steep gradients with landings or signage.
- Install directional and wayfinding features at decision points.

Ramps**Findings:**

- Present at accessible toilet facilities but not fully compliant (e.g., gradient exceeds 1:14, handrails terminate early).

Recommended Action:

- Review / reconstruct ramps to meet AS 1428.1 standards, including compliant gradient, continuous handrails, and improved surface transitions.

Signage**Findings:**

- Signage is inconsistent, with limited wayfinding and navigational support throughout the trail.

Recommended Actions:

- Install directional and informational signage at key trail entry points, including distance markers and alerts for any notable gradient changes.
- Explore integration of signage with a digital platform (possible QR) to deliver location-specific content such as storytelling, natural features, and connections to surrounding amenities.
- Ensure signage design aligns with AS 1428.1 requirements for accessibility, including appropriate character size, contrast, and placement.

Stairs

Findings:

- Stairs at "Little" Raffs Beach are non-compliant (no nosings, TGSIs, or consistent risers).
- Stair access connects to vehicle areas without safe alternative routes.

Recommended Action:

- Upgrade stairs with compliant handrails, nosings, and tactile indicators.
- Ensure alternative accessible routes are clearly signed that does not include stairs.

Designated Accessible Toilets

Findings:

- All facilities present multiple non-compliant elements (e.g., flush handles, toilet pan contrast, dispenser placement).

Recommended Action:

- Upgrade toilets at each end of the trail to be AS1428.1 compliant.
- Set long term plans for removal of current toilet blocks and construction of new amenities that provide compliant features.

Change / Shower Facilities

Findings:

- External showers are provided at two locations but on raised platforms with sand drift issues.
- No formal change rooms within the trail corridor (not inclusive of Ocean Grove Main Beach facilities).

Recommended Action:

- Retrofit current showers for step-free access.
- Provide future accessible change facilities at high traffic beaches (e.g., Raffs Beach).

Tactile Ground Surface Indicators (TGSIs)

Findings:

- Present at some toilet ramps but with low visual contrast.
- Absent at key crossings and hazard zones.

Recommended Action:

- Install high-contrast TGSIs at:
 - Pedestrian-road intersections
 - Ramps and stairs
 - Trail decision points



Seating

Findings:

- Seating is sparse and inconsistently located.
- Existing seats are not compliant (no armrests, poor surface connection, lack of accessible space).

Recommended Action:

- Provide seating every 60–100m.
- Ensure seating has armrests, backrests, and adjacent wheelchair space.
- Install seats on firm, level, surfaces with a direct link to the CAPT.

Shade Structures or Natural Shade

Findings:

- No built or designated shaded areas were observed along the trail.

Recommended Action:

- Incorporate shade structures or canopy trees at seating/rest areas and intersections with beach access points.

Drinking Fountains

Findings:

- One compliant water fountain located near the Barwon Heads bridge.
- However, the surface under the unit is soft and unstable.

Recommended Action:

- Stabilise surfacing beneath fountain for safe use.
- If possible install additional fountains at midpoints and rest areas along the trail.

Bicycle Parking or Bike Stations

Findings:

- Bike stations present at both trail ends.
- Ocean Grove station has height/spacing limitations; both lack signage.

Recommended Action:

- Improve signage directing to bike stations.

Lighting

Findings:

- Minimal lighting along the trail corridor.
- Most of the path is unlit, especially in high-risk areas and intersections.

Recommended Action:

- Install lighting at:
 - Trailheads

- Rest areas and seating (60 -100m)
- Vehicle-pedestrian conflict zones

There is significant potential to enhance this well-established Barwon Coast asset into a trail that delivers far more than just a walking and cycling path. With targeted infrastructure improvements, the trail could support a broader range of user groups, including school groups, older adults, and visitors seeking both recreation and education. Enhancements such as accessible rest areas, integrated storytelling, interpretive signage about local ecology, and clearly marked wayfinding points would create a rich, immersive experience. This transformation would not only promote inclusion and engagement with nature but also position the trail as a unique regional destination, able to be actively promoted to the wider community.

3.3 13th Beach Trail to Bluff Lookout

The trail from the Thirteenth Beach carpark to the Barwon Bluff Lookout spans approximately 1.2 km and serves as a scenic coastal route for locals and visitors alike. Stretching along Thirteenth Beach Road, the path offers sweeping views of the rugged coastline, sand dunes, surf conditions, and distant glimpses of Ocean Grove. With multiple beach access points and connections into Barwon Heads township, the trail holds considerable value both as a recreational feature and a coastal connector.

Despite its popularity and visual appeal, the trail displays numerous barriers to universal access. Key infrastructure elements, including parking, pathways, signage, and seating, are inconsistent in their accessibility, and several features fall short of compliance with Australian Standards. This section presents findings from the access audit and outlines specific actions to improve inclusivity and safety along the trail.



Key Findings and Recommended Actions

Digital Information

Findings:

- No official digital source provides complete, accessible information.
- All Trails offer some details but is subscription based.
- Other sources (Walking Maps, Barwon Heads Caravan Park) are brief and lack access-specific data.

Recommended Actions:

- Develop and maintain a digital access guide on Barwon Coasts' official website.
- Include trail maps, surface types, gradient warnings, accessible entry points, and rest areas.
- Use QR codes along trail linking to this information with location specific information (similar to Barwon Heads to Ocean Grove trail could integrate several forms of information).

Public Transport Connectivity

Findings:

- Closest bus (Route 55) is more than 600m from the trail start.
- No accessible pathway from the bus stop to the trail.

Recommended Actions:

- Advocate for improved bus stop placement and infrastructure near the trail.
- Consider seasonal shuttle services with accessible vehicles in consultation with COGG and DPT.
- Highlight current public limitations on digital platforms so users can plan accordingly.

Accessible Parking

Findings:

- Thirteenth Beach car park has no accessible bays.
- Bluff car park has a faded, non-compliant bay with no surface markings or shared zone.

Recommended Actions:

- Install fully compliant bays at both ends of the trail (AS 2890.6:2009).
- The designated accessible parking bay could be strategically located to serve as a viewing point. The bay should be positioned at a high point with unobstructed views, allowing users to enjoy the scenery from within their vehicle. Ensure no fixed structures, such as bins or signage, are placed in front of the bay that would impede the view.
- Ensure a sealed, step free connection to the trail from each bay.

Kerb Ramps

Findings:

- No kerbing present along most of Thirteenth Beach Road.
- At Bluff Car Park, the intended ramp is buried and unusable.

Recommended Actions:

- Construct compliant kerb ramps where parking meets trail entries.
- Ensure visibility, appropriate gradient (max 1:8), and integration with CAPT.

Continuous Accessible Path of Travel (CAPT) / Pathways

As with other trails in the region, this trail is a significant asset, offering much more than just access to the beach. It is regularly used by a diverse range of user groups seeking connection with nature and an opportunity to experience the unique coastal environment. Given its value, the trail should be treated as a priority for investment and enhancement to ensure it delivers a high quality, inclusive experience for all users.

Findings:

- Pathway is generally firm and level but inconsistent in width, slope, and surface.
- Key hazards include:
 - Steep gradients (up to 1:8 or 12.6%)

- Soft/unstable trail sections due to sand drift or gravel
- Narrowing from vegetation
- Road interaction points with poor definition

Recommended Actions:

- Aim that there are no steps along the length of the primary trail, including to all viewing platforms.
- Maintain consistent surface type with firm, stable, slip resistant material that is high contrast and provides clear indication to users where the pathway.
- Widen narrow sections and ensure minimum 1000mm clearance, preferable 1800mm+.
- Install edge barriers or visual contrasts at risk areas.
- Provide wayfinding signage or digital warnings for steep sections.

Ramps**Findings:**

- No formal ramps exist, but many sections exceed typical path gradients.
- Lack of landings or handrails where needed.

Recommended Actions:

- Review and redesign key inclines with compliant ramp features:
 - Handrails both sides
 - Rest landings every 9m (1:14 gradient)
 - Tactile cues at entry and exit points

Signage**Findings:**

- Limited directional signage.
- No accessible signage (e.g. Braille, raised text, consistent layout).
- Inconsistent colours, styles, and placement.

Recommended Actions:

- Standardise signage per AS 1428.1
 - Use Title Case sans serif fonts (e.g. Arial)
 - Add tactile and Braille where appropriate
 - Include QR codes linking to digital trail information

Stairs**Findings:**

- Two sets of non compliant stairs at:
 - 13th Beach Road viewing platform
 - Monument site
- Deficiencies include: open risers, no handrails, no TGS, poor landings.

Recommended Actions:

- Retrofit existing stairs with compliant handrails, nosings, TGSIs, and uniform risers.
- Provide alternative accessible route where feasible.

Designated Accessible Toilets**Findings:**

- No toilet facilities along the trail.

Recommended Actions:

- Consider installing an accessible toilet near Bluff Car Park.
- Ensure full compliance with AS 1428.1 and connection via CAPT.

Change and Shower Facilities**Findings:**

- None provided.

Recommended Actions:

- Not essential for the trail itself but could be considered at trail endpoints or beach access points in future master planning.

Tactile Ground Surface Indicators (TGSIs)**Findings:**

- Absent throughout the trail, including stairs and vehicle crossings.

Recommended Actions:

- Install TGSIs at:
 - Stair landings
 - Boardwalk entries
 - Vehicle interaction points

Seating**Findings:**

- Multiple seats present along the trail.
- No armrests or backrests; variable heights (some as low as 300mm).
- Several seats lack adequate front circulation space.

Recommended Actions:

- Upgrade seats with backrests and armrests.
- Standardise seat height (450–480mm).
- Ensure firm, level base and 1200mm clearance in front for wheelchair users.
- Install additional seating every 60–100m along trail segments with steep gradients.



Shade Structures or Natural Shade

Findings:

- No built shade and limited natural shade.

Recommended Actions:

- Introduce shade structures near key rest points or seating areas.
- Consider vegetation-based natural shade enhancement where practical.

Drinking Fountains

Findings:

- No fountains available along the trail.

Recommended Actions:

- Install accessible water stations at both trailheads
- Ensure knee clearance, one-hand operable controls, and bottle fill points.

Bicycle Parking or Bike Stations

Findings:

- No facilities provided.

Recommended Actions:

- Install bike racks near both carpark, clear of CAPT and pedestrian routes.

Lighting

Findings:

- No lighting available.

Recommended Actions:

- Introduce low glare, eco-sensitive lighting at key point (e.g. carpark, viewing areas).
- Ensure lighting supports safe navigation after dusk.

The 13th Beach to Bluff Trail is yet another significant asset for Barwon Coast and presents a strong opportunity to elevate its impact through inclusive design. This coastal trail immerses users in nature, offering some of the most scenic vistas along the region. Enhancements should prioritise step free access along the length of the trail and to all key points, including viewing platforms and rest areas

Existing platforms should be redesigned to ensure universal access and incorporate features such as rest seating, tactile handrails, and signage. Information could be delivered through Braille, QR codes, and storytelling elements that reflect the cultural significance of the area, enabling engagement across diverse abilities and interests.

With targeted infrastructure investment, this trail can evolve beyond a “great walk” into a multi-use corridor for education, wellbeing, and supported group programs. The integration of accessible features will significantly broaden usage and reinforce Barwon Coast’s commitment to community inclusion.

Promoting the trail as an accessible and inclusive experience will strengthen its value for local residents, visitors, and service providers alike.

3.4 Ocean Grove River Trail

The Ocean Grove River Trail is a 2.8km accessible walking path running along the west side of the Barwon River. It serves as a recreational, commuting, and community space, offering access to nature, river activities, and a connection between Ocean Grove and Barwon Heads. The trail is used daily by locals and visitors and sees significant traffic during weekends and peak seasons, including Park Run events. The access audit revealed several strengths and numerous areas for improvement to ensure inclusivity for all users.



Key Findings and Recommendations

Digital Information

Online platforms guide user expectations and enable pre-visit planning for people with access needs.

Findings:

- Limited access information available online.
- Inconsistent details between platforms.

Recommended Actions:

- Centralise trail information on Barwon Coast or other nominated websites.
- Include surface types, gradient warnings, toilet availability, and seating maps.
- Add QR codes on trailhead signage to digital maps and updates.

Public Transport

Findings:

- Nearest bus stop is more than 250m from trailheads.
- No accessible continuous path of travel from bus stop to trail.
- Surface changes, road crossings, and lack of kerb ramps disrupt potential connectivity.

Recommended Actions:

- Advocate to relevant agencies for improved bus stop placement or accessible shuttle drop off closer to the trail.
- Provide continuous accessible paths from the nearest bus stop to trail entry points.
- Map public transport options clearly on digital platforms.

Accessible Parking

Parking is the entry point for many trail users, and a lack of compliant design features limits safe and equitable access.

Findings:

- Some designated accessible bays exist but are non-compliant (lack shared zone, faded markings).
- Surfaces are uneven or gravelled, posing mobility risks.
- No direct CAPT from bays to trail start.

Recommended Actions:

- Upgrade all accessible bays to comply with AS2890.6, including shared zones, signage, and line markings.
- Resurface uneven areas to ensure firm, slip-resistant transitions.
- Ensure step-free, continuous path from bays to trail.

Kerb Ramps

Kerb ramps support safe transition between carparks and trails but must meet design standards.

Findings:

- Kerb ramps present are shallow, gravel-covered, or uneven.
- Lack tactile indicators or landing zones.
- Some are obscured or poorly connected to paths.

Recommended Actions:

- Install kerb ramps at any connection point between trail and roadway / sealed path.
- Install compliant kerb ramps with proper gradient, landings, and TGSi where required.
- Remove obstructions and ensure ramps are linked to CAPT.

Continuous Accessible Path of Travel (CAPT)

A safe, firm, and continuous trail surface is essential to support mobility for all users. This trail is a defining feature of the location, encouraging people to immerse themselves in the natural landscape while providing a practical route between key destinations.

Improvements can be made across the trail network, with particular attention to the section that passes through the seasonal camping area. The current path in this zone is poorly defined, lacks clear direction, and can cause confusion for users. Investment is needed to formalise this section of the trail, ensuring it connects seamlessly to the broader pathway network and upholds accessibility standards.

Findings:

- Trail surface varies between gravel, compacted soil, and grass.

- Path is narrow in some sections and affected by erosion or vegetation.
- Gradients exceed 1:14 in isolated areas, especially near viewing zones.

Recommended Actions:

- Barwon Coast to decide on and then create a clearly defined and connected trail from the Ocean Grove boat ramp through to the Barwon Heads bridge.
- Maintain a minimum 1000mm preferable 1800mm+ wide path with firm, slip-resistant surface, clearly defines / visually separated from surrounds.
- Widen narrow segments and prune overgrowth.
- Add edge protection or visual contrast.
- Clearly separate vehicles and pedestrians as best as possible, and when interactions occur ensure pathway is clearly defined

Ramps**Findings:**

- No formal ramps present, but some trail sections function as ramps without landings or handrails.
- These areas exceed compliant slope for pedestrian paths.

Recommended Actions:

- Retrofit steep zones with formal ramps including handrails and rest landings as appropriate.
- Signpost steep zones and provide alternate routes if needed.

Signage

Clear and accessible signage aids navigation, especially for first-time visitors or users with cognitive impairments. Can be used for more than navigation and create a welcoming environment for all. Link to digital platforms.

Findings:

- Minimal signage along trail; no directional markers.
- No tactile or large print signage present.
- Signage colour and placement are inconsistent.

Recommended Actions:

- Install directional and interpretive signage using consistent standard across Barwon Coast.
- Include tactile and Braille signs at key junctions.
- Add QR codes for digital access to maps and elevation data, storey telling and site-specific details.

Stairs

Stairs must be clearly defined and accompanied by alternative routes where possible.

Findings:

- Several stair sections are narrow, worn, or unstable.
- No handrails, nosings, or TGSI present.
- Stairs pose a hazard to those with low vision or poor balance.

Recommended Actions:

- Upgrade stairs to meet AS1428.1 including handrails, contrast nosings, and TGSIs.
- Provide an alternative accessible route where feasible.

Accessible Toilets**Findings:**

- Public toilets present but not fully compliant (door width, turning space, grab rail placement).
- Approach path is gravel or grass, lacking a CAPT.

Recommended Actions:

- Create step-free, sealed path from trail to toilet.
- Long term plan for toilet infrastructure across the trail network, decide on preferred location and construct accessible toilet facilities.

Change / Shower Facilities

Inclusive change and shower amenities are helpful for recreational trail users.

Findings:

- One public shower provided but not accessible (height, operability, no firm base).

Recommended Actions:

- Potential locations along the trail to be used as "water access" points. If decided upon then a shower and change facility could be part of the long-term infrastructure plan for the chosen location.

Tactile Ground Surface Indicators (TGSIs)

TGSIs improve navigation and safety for users with low vision.

Findings:

- TGSIs are completely absent from stairs, ramps, and path intersections.

Recommended Actions:

- Install TGSIs at top and bottom of all stairs and steep ramps.
- Add directional TGSIs at junctions or decision points.

Seating

Rest points are essential for people with fatigue, mobility limitations, or children.

Findings:

- Seats are present but inconsistent in design and placement.
- Many lack armrests and backrests.
- Bases are often unstable, sloped, or too close to vegetation.

Recommended Actions:

- Upgrade seating to include backrests, armrests, and stable, level bases.
- Space seating every 60–100m along steeper sections.
- Ensure 1200mm clear space in front for wheelchair users.

Shade Structures

Shade improves usability in hot weather and for those sensitive to heat or light.

Findings:

- No dedicated shade structures along the trail.
- Some natural shade from trees, but not near seats or high-use areas.

Recommended Actions:

- Install shade structures at major rest areas and carparks.
- Incorporate planting of native shade trees as part of future landscape works.

Water Fountains**Findings:**

- No water fountains observed along the trail.

Recommended Actions:

- Install accessible fountains at each trailhead.
- Ensure one hand operation, bottle refill, and clear knee space.

Bike Parking or Stations

Bike facilities support inclusive active transport options.

Findings:

- No bike parking facilities or signage available.

Recommended Actions:

- Install bike hoops or racks near trail entrances, and key locations along trail.
- Ensure placement does not obstruct CAPT or entryways.

Lighting

Lighting enhances safety and usability during low-light conditions.

Findings:

- No lighting installed along the trail or at carparks.

Recommended Actions:

- Work with lighting design team and introduce lighting at carparks and major junctions.

Inclusive Playgrounds

While not on this trail, nearby playgrounds should consider inclusion in broader access planning.

**Findings:**

- No playground present along the trail.

Recommended Actions:

- Not applicable to this location; consider inclusion in future adjacent park developments.

The Ocean Grove river trail presents multiple opportunities to support inclusive recreation and regional mobility. In its current form, the trail offers an exceptional experience, allowing users to engage with nature while traversing the area. However, formalising the pathway through the seasonal camping area will significantly enhance usability and connectivity. Creating a fully step free, clearly defined, firm, and level trail surface throughout its entire length is strongly recommended as the first priority, in addition to the other features listed.

The trail's value could be further increased through improved signage that supports wayfinding and shares educational content. Storytelling elements, environmental features, and digital links via QR codes could broaden its appeal across user groups, including visitors accessing the trail for education, wellbeing, or community programs.

Importantly, this location offers a rare opportunity to facilitate accessible water entry, an activity that remains challenging for many users. Several potential sites along the trail could, with infrastructure investment, provide accessible parking, a continuous path of travel (CAPT) to a change facility, and a compliant ramp into the water. While tidal variations must be considered, this area is relatively protected from open water hazards and could serve as a unique and inclusive water access point.

Realising this vision would require significant infrastructure planning and collaboration. However, a formalised accessible water location, directly linked to the adjacent caravan park, could become a signature feature for Ocean Grove, positioning it as a leading destination for accessible coastal experiences.

3.5 Barwon Heads River Trail

The Barwon Heads River Trail spans approximately 1.3 kilometres from Ozone Jetty Reserve to the stairs near The Bluff car park. It's a scenic, high-traffic location serving tourists, families, fitness groups, and local residents. The trail links beach access points, a playground, amenities, and natural views along the Barwon River. While offering diverse recreational value, the access audit identified numerous barriers that limit usability for people with disability and mobility challenges.



Key Findings and Recommendations

Digital Information

Online access details help users pre-plan safe and inclusive visits.

Findings:

- Information spread across multiple sources, lacking consistency.
- Few details on accessible toilets, gradients, or surface types.

Recommended Actions:

- Create a single access friendly digital resource.
- Include maps, surface details, rest stops, and public transport info.

Public Transport

Accessible public transport allows visitors without cars to reach the trail. It must be safe, connected, and usable for all mobility types.

Findings:

- Bus Route 55 services the area, with a stop near Barwon Heads Bridge.
- One stop includes TGSi, shelter, and mobility space, but has poor circulation around it.
- The opposite stop lacks key accessibility features.
- No CAPT from bus stops to trail.

Recommended Actions:

- Advocate to COGG for improve access around bus shelters (e.g. circulation space, seating clearance).
- Construct compliant CAPT from stops to trail entry points.
- Promote route options and connectivity online.

Accessible Parking

Accessible parking must be clearly marked, well located, and safely connected to the trail.

Findings:

- No accessible parking at Ozone Jetty end.
- Accessible car parking bays at the playground are the best designed but need clearer markings, bollards, and signage.
- Bridge car park bays and those near the café are poorly designed or non-compliant.
- Most bays lack shared zones, connectivity to paths, or compliant signage.

Recommended Actions:

- Upgrade all accessible bays to meet AS2890.6 (size, shared zone, bollards).
- Improve ground markings and vertical signage.
- Ensure direct connection from parking to CAPT.

Kerb Ramps

Kerb ramps are essential for smooth transitions between roadway and pathway.

Findings:

- Many roadway connections lack ramps or TGSi.
- Steep gutters are present at crossings, impacting mobility aid users.

Recommended Actions:

- Install compliant kerb ramps with landings and TGSi at all crossings.
- Address steep gutter angles with smoother transitions.

Continuous Accessible Path of Travel (CAPT)

A continuous, firm, and step-free path is essential to enabling independent and dignified travel along the Barwon Heads side of the river trail. This section already features many positive elements; however, targeted improvements can help ensure the entire length is fully accessible. Enhancing the trail surface, connectivity, and gradient management will support safer movement for users of all mobility levels. Importantly, the trail's proximity to the river presents a valuable opportunity to explore the potential for accessible water entry, one of the most difficult features to provide for some users. With strategic infrastructure investment, select locations could support accessible parking, step free change facilities, and compliant ramp access to the water, promoting inclusion for individuals with higher support needs.

Findings:

- Surfaces vary widely across the length of the trail
- Obstructions include sand build-up, overgrowth, unclear junctions, and vehicle conflict zones.
- Gradients often exceed compliant limits (up to 1:5 or 1:6).
- Some sections are visually confusing or unmarked.

Recommended Actions:

- Maintain consistent, firm surface (concrete or compacted gravel).
- Prune overgrowth and clearly define trail at carpark crossings.
- Reduce excessive gradients or add compliant ramps with handrails.
- Install wayfinding signage and edge protection in steep or risky areas.

Ramps

Where path slopes exceed 1:20, formal ramps should be used for safety.

Findings:

- No formal compliant ramps in place.
- Several steep informal paths act as ramps without safety features.

Recommended Actions:

- Install compliant ramps (1:14 max gradient) with handrails and landings at steep sections.
- Signpost alternative routes for users unable to navigate slopes.

Signage**Findings:**

- Wayfinding signage is limited to dog rules and safety notices.
- No braille, raised text, or directional information.
- Inconsistent styles and placements.

Recommended Actions:

- Add directional signs at all forks and trailheads with accessible fonts and tactile text.
- Include distance markers and QR codes for digital access.
- Use consistent signage style across the trail.

Stairs

Stairs must be clearly marked, well-constructed, and complemented by accessible alternatives.

Findings:

- Multiple stairs exist with non-compliant features: open risers, lack of handrails, nosings, or TGSIs.
- Sand accumulation often worsens usability.

Recommended Actions:

- Upgrade stairs to meet AS1428.1 including nosings, TGSIs, and handrails.
- Provide accessible alternatives where feasible.
- Add edge protection and consistent surface finishes.
- Consider the use of other material if more appropriate when stairs impacted by water.

Accessible Toilets**Findings:**

- Two toilet facilities (Ozone Jetty, playground) but neither fully accessible.
- Paths to toilets are steep or undefined.
- Internal issues include improper door handles, poor lock mechanisms, and non-compliant fittings.

Recommended Actions:

- Retrofit internal features to meet AS1428.1 (grab rails, space, backrests, fittings).
- Create compliant paths with minimal slope and sealed surface.
- Add external signage and lighting for safety.
- Decide on long term infrastructure plan for toilet amenities along the coast.

Change / Shower Facilities

Outdoor showers and change spaces should be usable by people with limited mobility.

Findings:

- Two outdoor showers present but difficult to access.

Recommended Actions:

- Provide accessible showers with lever taps and firm surfacing.
- Add visual cues and privacy screens where possible.
- Long term infrastructure plan to provide fully compliant change and shower facilities.

Tactile Ground Surface Indicators (TGSi)

Findings:

- Present in only 3 locations (stairs and road crossing).
- Worn or buried in sand.
- Absent from many high-risk locations.

Recommended Actions:

- Install TGSi at all stairs, ramps, and key decision points.
- Replace worn or obscured TGSi with durable materials.

Seating

Findings:

- Seats vary in height, condition, and design.
- Many lack backrests or armrests.
- Some obstructed by vegetation or uneven base.

Recommended Actions:

- Standardise seat design with armrests, backrests, and firm bases.
- Place seating every 60–100m.
- Clear vegetation and ensure level access to seats.

Shade Structures

Findings:

- Limited shade provided by playground shelter and toilet overhang.
- No shade along most of the trail.

Recommended Actions:

- Install shelter at key rest stops.
- Add native tree planting plan for long-term shading, ensure plant location does not impact CAPT.

Water Fountains

Accessible drinking water promotes hydration and longer use of the space.

Findings:

- Three fountains present, none fully accessible.
- Issues with surfacing, gradient, or one-sided access.

Recommended Actions:

- Install fountains on sealed CAPT.
- Ensure side and front access with clear knee clearance.
- Relocate fountains from sloped or unstable areas.

Bike Parking

Bike stations support active transport and multimodal access.

Findings:

- Two stations available.
- One near accessible parking may obstruct shared zone.

Recommended Actions:

- Ensure bike parking does not interfere with accessible spaces.
- Add signage and firm surfacing around racks.

Lighting

Lighting improves usability, enhance length of use and increase safety.

Findings:

- Lighting not assessed in this audit.

Recommended Actions:

- Conduct separate lighting audit.
- Install appropriate lighting at carparks, amenities, and intersections.

Other Accessible Equipment

Assistive equipment (e.g. beach wheelchairs) increases participation in beach or river use.

Findings:

- No accessible equipment available on-site.

Recommended Actions:

- Explore seasonal equipment hire or loan programs.
- Promote through digital channels.

Inclusive Playground

Inclusive play equipment and layout support diverse user needs.

Findings:

- Positive features include accessible swing, shelter, and BBQ.
- Issues with sand build-up, poor connection between elements, and lack of surfacing.

Recommended Actions:

- Resurface play zones and reconnect play elements with accessible paths.
- Maintain pathways and remove trip hazards.
- Promote inclusive features via signage and maps.
- Investigate installation of new accessible play equipment

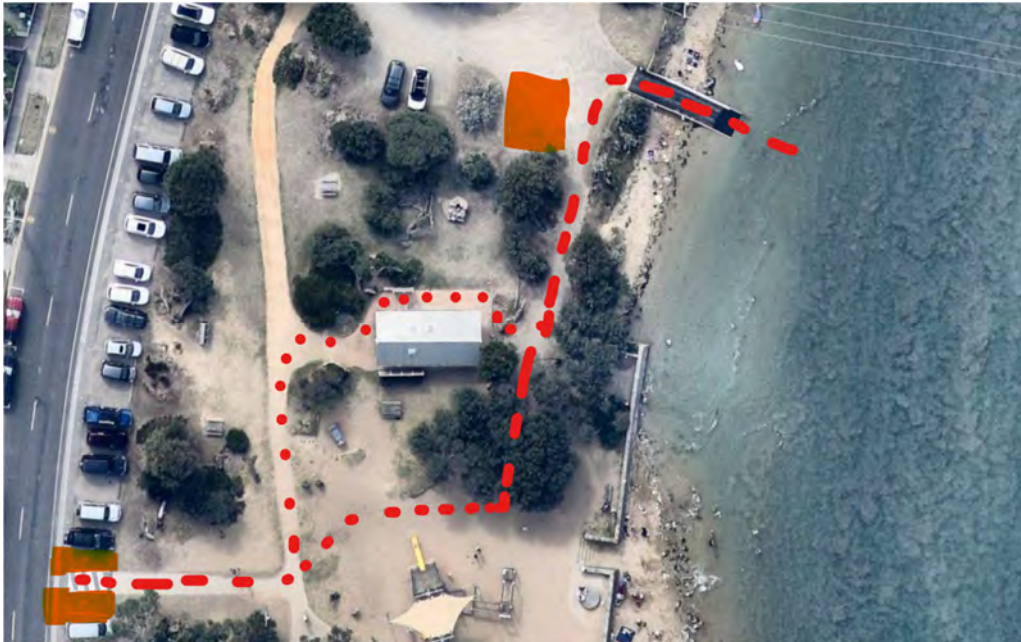


Figure 36: Potential to formalise pathway, modify accessible change room / shower, and increase / modify ramp out into the river to create access to the water.

The Barwon Heads River Trail offers an exceptional experience for users and presents numerous opportunities to improve accessibility and inclusion across the region. A central priority should be establishing a well-defined, high contrast, step free path that maintains level access throughout its length and connects seamlessly to car parks, the Barwon Heads township, and nearby facilities. Enhancing signage, particularly site-specific information that reflects the cultural and environmental significance of the trail, will further enrich the user experience.

A notable opportunity exists at Frank Ellis Reserve, where the natural terrain presents minimal gradient variation between the car park and river's edge. This site may offer one of the most viable options for **accessible water entry** for users with significant disability or mobility requirements. While tidal fluctuations must be considered, the protected nature of this location adds feasibility. With targeted investment, infrastructure could be developed to support:

- A continuous accessible path of travel (CAPT) from the car park
- Compliant change and shower facilities
- An appropriately graded ramp with handrails that provides direct entry into the water

Such a facility would require design collaboration, community consultation, and significant infrastructure investment, but could become a landmark feature, positioning Barwon Heads as a

leading destination for inclusive coastal access. The close proximity to accommodation and township services further strengthens its potential to support inclusive tourism and recreational programs.

Additionally, the existing playground within the reserve is a positive asset that could be enhanced in alignment with the recent Ocean Grove playground upgrades. Recommended improvements include accessible paths to all equipment, inclusive play features, and interpretive signage that reflects regional culture and storytelling.

3.6 Cuttlefish Cottage (External)

Cuttlefish Cottage is promoted as accessible accommodation within the Barwon Heads Caravan Park. It offers step free internal access, ramp entry, and key accessible features inside. However, this audit focused **exclusively on external elements**, identifying several areas where access could be improved to align with relevant Australian Standards and enhance usability for all visitors.



Key Findings and Recommendations

Digital Information

Online information supports user planning and expectation management.

Findings:

- Barwon Heads Caravan Park site provides a positive, inclusive description of the cottage.
- Does not detail external access barriers (e.g. gate handles, stair access issues).

Recommended Actions:

- Update digital content to reflect both strengths and access limitations.
- Include photos and maps of ramp, gate access, parking layout and external links to CAPT.

Public Transport

Findings:

- Bus Route 55 services Barwon Heads but does not connect directly to the caravan park.
- Passengers must cross several roads to reach the cottage, with no direct, accessible path of travel from the bus stop.

Recommended Actions:

- Advocate for improved connection between the bus stop and caravan park entry.
- Include public transport and access route info on booking websites to aid planning.

Accessible Parking

A compliant and connected accessible parking space is essential for independent arrival.

Findings:

- Designated parking space is provided but is non-compliant:
 - Inadequate vertical clearance (under 2200mm).
 - Space is narrow and lacks shared zone.
 - Access requires opening two large gates, which limits use for some guests.
 - No external space to park and open gates before entry.

Recommended Actions:

- Redesign parking bay to meet AS2890.6 with appropriate width, shared zone, and ground and directional signage.
- Ensure external access for gate operation without needing to park in driveway.
- Consider automatic gate option or latch reconfiguration.

Kerb Ramps

Kerb ramps ensure smooth transition from roadways to pedestrian areas.

Findings:

- No compliant kerb ramps present near the cottage.
- Surrounding ramps are non-compliant or absent.

Recommended Actions:

- Install compliant kerb ramps near key crossings and property access points leading towards Barwon Heads township and connecting to CAPT outlined below.
- Include TGSi and ensure gradient aligns with AS1428.1 standards.

Continuous Accessible Path of Travel (CAPT)

A firm, level, step free and connected path ensures seamless access to and around the property.

Findings:

- Gate entrances lack compliant handles and accessible locks.
- One gate leads directly to stairs, blocking access for some users.
- The accessible ramp is only reachable through the driveway or gate with inaccessible latch.
- Rear access has step down and grass surface only (no path).

- Clothesline is not served by a firm or sealed path.
- Path network outside the fence is disconnected and changes surface multiple times.

Recommended Actions:

- Install compliant gate hardware and ensure at least one pedestrian gate provides accessible latch and direct ramp access.
- Add sealed pathways to all key external features (clothesline, rear yard).
- Connect fenced area to local CAPT network using concrete or sealed surface.
- Provide a map or visual signage of access paths.

Ramps

Ramps provide critical access where stairs are present.

Findings:

- Ramp to main deck is well constructed and compliant.
- However, access to the ramp is compromised by poor gate access or narrow parking entry.

Recommended Actions:

- Ensure accessible entry to the ramp through compliant pedestrian gate.
- Improve signage directing users to the ramp.
- Maintain unobstructed, sealed route from driveway to ramp.

Signage

Accessible signage supports wayfinding, especially for people with low vision.

Findings:

- “Cuttlefish Cottage” sign is present but:
 - Lacks braille, raised lettering, or tactile features.
 - Uses small, low-contrast font.
 - No lighting present to enhance visibility.

Recommended Actions:

- Replace or supplement signage with AS1428.1 compliant tactile and high contrast features.
- Install low glare lighting near signage.
- Include external identifiers for entrance points.

Stairs

Where stairs exist, they must include safety and accessibility features.

Findings:

- Two staircases present:
 - Front deck stairs are compliant.
 - Rear stairs are non-compliant: no bottom landing, missing one handrail, and incomplete handrail height on other side.
 - No pathway at base of stairs.

Recommended Actions:

- Retrofit rear stairs with proper handrails, nosings, and landing platform.
- Add a compliant pathway leading from bottom of stairs to rear yard or CAPT.

Tactile Ground Surface Indicators (TGSIs)

TGSI support wayfinding and hazard detection for people with vision impairment.

Findings:

- Present at both top and bottom of ramp, but concrete embedded TGSIs blend into surface.
- Deck TGSIs are more visible and effective.
- No TGSIs at base of rear stairs.
- Directional TGSIs are absent.

Recommended Actions:

- Replace low contrast TGSIs with higher visibility design.
- Add TGSIs to rear stair base and around key access points.
- Include directional TGSIs from driveway to ramp entry.

Seating

Outdoor seating supports rest and social inclusion.

Findings:

- Seating is moveable, has armrests, and is compliant in design.
- Tables can accommodate wheelchair access by removing seats.

Recommended Actions:

- Maintain flexible seating design.
- Add visual signage noting accessibility of table area.

Bike Station

Bike racks support active transport and flexible access.

Findings:

- No bicycle parking available.

Recommended Actions:

- Install small bike rack outside fence near accessible parking or pathway, ensure does not impact CAPT.

Lighting

Lighting enhances visibility and safety after dark.

Findings:

- Lighting exists around the cottage but does not highlight gates or ramp entry points.
- Compliance with standards is unclear.

**Recommended Actions:**

- Reassess lighting levels at gate, ramp, and parking areas.

Other Accessible Equipment

Custom features like storage or support devices may benefit guests.

Findings:

- No external accessible equipment identified.

Recommended Actions:

- Add signage noting availability of internal accessible equipment if relevant.
- Consider lockable external storage for mobility devices.

Cuttlefish Cottage represents a valuable asset within the Barwon Coast region, offering purpose-built short-term accommodation for individuals with varying levels of ability. Its scenic and central location further enhances its appeal. However, the accessibility of the cottage must extend beyond its internal layout, the external connections are equally critical.

To support safe, independent, and dignified movement, users should be able to easily enter and exit the cottage and access surrounding features, including the caravan park, adjacent trail network, and Barwon Heads township. With a few targeted modifications, the cottage could evolve into a truly accessible accommodation model, demonstrating Barwon Coast's commitment to inclusion.

Future accessible accommodation developments should adopt the same principles, being genuinely integrated with their surroundings rather than existing as isolated facilities. Ensuring seamless connection to nearby amenities, public spaces, and natural features will strengthen accessibility and enhance the overall visitor experience.

3.7 Bancoora Beach

Bancoora Beach is a popular, year-round open water destination near Breamlea and Armstrong Creek. It offers scenic views, recreational access to the water, and a connection to the Bancoora Surf Life Saving Club (SLSC). Despite these benefits, the site faces major accessibility challenges across parking, paths, beach access, and facilities. The natural dune system, seasonal changes, and inconsistent infrastructure significantly limit equitable use by people with disability.



Key Findings and Recommendations

Digital Information

Accurate online access information allows visitors to plan ahead, with clear knowledge of infrastructure available on arrival.

Findings:

- Beachsafe and TripAdvisor provide general beach information.
- No mention of access features or limitations.

Recommended Actions:

- Update digital listings with accessibility information and photographs.
- Create Barwon Coast own digital platform include access notes, parking location, toilet features, and beach entry surface description.

Public Transport

Public transport provides crucial access for non-drivers, but only if routes and stops are well-connected to the destination.

Findings:

- No public transport services Bancoora Beach or Breamlea township directly.

Recommended Actions:

- Advocate to relevant agencies for seasonal or on demand transport to reduce isolation of the beach.
- Update websites to advise visitors about transport limitations and alternatives.

Accessible Parking

Accessible bays must be clearly marked, connected to paths, and built to national standards.

Findings:

- One signed accessible bay provided, but:
 - o No compliant surface grading or shared zone.
 - o Poor connectivity to CAPT.
 - o No bollards or vertical signage.

Recommended Actions:

- Redesign the bay to meet AS2890.6 including shared zone, line markings, and proximity to accessible paths.
- Ensure firm, level surface and step free access from bay to CAPT and facilities.

Kerb Ramps

Kerb ramps allow mobility device users to safely move between levels or surfaces.

Findings:

- No kerb ramps present anywhere on site.

Recommended Actions:

- Install kerb ramps at parking area connecting to CAPT and other key intersections including vehicle and pedestrian conflict points.
- Include tactile indicators and ensure correct gradients.

Continuous Accessible Path of Travel (CAPT)

Accessible paths must provide a consistent, step free, safe surface connecting all key amenities.

Findings:

- CAPT links surf club, amenities, and beach entrance but:
 - o Becomes unstable and sandy near the beach.
 - o Has a steep 1:6 gradient in one area.
 - o Vehicle use near surf club has caused surface damage.
- Western gravel trail to picnic area is not compliant (uneven, narrow, crossfall).

Recommended Actions:

- Barwon Coast to decide on most appropriate path to connect the region.
- Create a CAPT to withstand sand accumulation and provide slip resistant stability.
- Regrade steep areas or install compliant ramps.
- Upgrade trail to picnic area with sealed path and better definition.
- Consider impact of moving sand, and the most appropriate location for CAPT at this site.



Figure 37: Potential CAPT and locations for accessible car parking bays

Ramps

Where grades exceed 1:20, compliant ramps should be installed.

Findings:

- No ramps are currently present.

Recommended Actions:

- Install ramps in steep transition zones along CAPT, particularly near beach entrance.
- Include handrails and rest landings where gradients exceed 1:14.

Signage

Clear, accessible signage supports safe navigation and beach awareness.

Findings:

- Safety and rules signage provided, including dog areas and emergency information.
- Wayfinding signage is minimal and lacks tactile or accessible design features.

Recommended Actions:

- Add directional and amenity signage with large font, pictograms, and high contrast backgrounds.
- Include tactile and Braille signs at key entry points.

Stairs

Stairs should be safe, visible, and supported by accessible alternatives.

Findings:

- Multiple stairs access beach, observation deck, and patrol tower.
- All stairs are non-compliant:
 - Sand buildup, missing handrails, no nosings or TGSI.
 - Tower access compromised by steep, narrow stairs.

Recommended Actions:

- Retrofit stairs with compliant features (handrails, nosing's, TGSI).
- Explore alternative access to observation deck and patrol tower.
- Improve surfacing at all stair landings.

Accessible Toilets

Toilets must be usable for a range of mobility and sensory needs.

Findings:

- Male and Female designated accessible toilets exist but have:
 - Poor door mechanisms.
 - Grab rails obstructed by toilet roll holders.
 - Shared washbasins with limited access.
 - Inadequate lever taps.
 - Hygiene concerns (odours and possible leaks).

Recommended Actions:

- Upgrade internal layout and fittings per AS1428.1.
- Repair or replace compromised plumbing.
- Improve cleaning, ventilation, and signage.

Change / Shower Facilities

Outdoor showers should be accessible to people of all mobility levels.

Findings:

- One external shower is raised on a timber platform.
- Access is sandy and unstable.

Recommended Actions:

- Install shower at ground level with firm, sealed path of access.
- Use lever taps and include grab rail where appropriate.
- Long term infrastructure modification to include accessible change and shower facilities.

Tactile Ground Surface Indicators (TGSI)

TGSI help users with low vision detect hazards or changes in level.

Findings:

- No CAPT and No TGSI present anywhere on site.

Recommended Actions:

- Install TGSi at stairs, steep paths, and key decision points (e.g. toilet access, carpark crossings).

Seating

Accessible seating provides rest and inclusion along pathways.

Findings:

- Three seating options:
 - Two fixed picnic tables in grass area: no armrests/backrests; not wheelchair accessible.
 - One timber bench near stairs with backrest but no armrests; partially buried by sand.

Recommended Actions:

- Install universally designed seats (armrests, backrests, firm base).
- Provide firm, accessible path to seating.
- Space seating every 60–100m in high-traffic areas.

Shade Structures

Shade encourages longer use and protects against heat stress.

Findings:

- Shade structures on site at picnic area and surf club.

Recommended Actions:

- Increase shade shelters near seating and picnic area.
- Plant shade trees to provide long-term coverage.

Water Fountains

Accessible water supports hydration and reduces exclusion.

Findings:

- No water fountains available.

Recommended Actions:

- Install accessible drinking fountain on sealed surface.
- Ensure side and front access and bottle refill capability on CAPT.

Bike Station

Bike parking supports multimodal and active transport options.

Findings:

- No bike racks or parking observed.

Recommended Actions:

- Install bike parking at entrance and near amenities.
- Ensure does not obstruct CAPT or accessible bays.



Lighting

Lighting improves safety and use during low light conditions.

Findings:

- Lighting present at carpark and surf club.
- Beach path, stairs, and amenities remain unlit.

Recommended Actions:

- Extend lighting to key circulation paths and toilets.
- Consult with lighting experts to gain options to reduce impact on fauna.

Other Accessible Equipment

Site-specific accessible devices or furniture enhance inclusion.

Findings:

- No accessible equipment or assistive features available.

Recommended Actions:

- Consider offering seasonal beach wheelchair hire via Surf Life Saving Club.
- Promote availability through digital channels and on-site signage.

Playgrounds

Finding:

- No playground currently available

Recommended Actions:

- Investigate the community interest for an accessible playground in the region, this may promote use of the area other than beach access.
- Bancoora Beach, positioned near the rapidly expanding Armstrong Creek corridor, is likely to experience a significant rise in visitation over the coming decades. As established coastal destinations like Torquay and Ocean Grove approach capacity during peak periods, Bancoora presents a timely opportunity to develop infrastructure that alleviates pressure on these saturated areas.
- Barwon Coast could explore targeted investment in Bancoora Beach to establish it as a fully accessible alternative to Ocean Grove Main Beach and the Barwon River precinct. Identifying where inclusive infrastructure is most needed will help ensure equitable access and promote Bancoora Beach as a viable, well-connected option for both local residents and visitors.

3.8 Ocean Grove Main Beach

Ocean Grove Main Beach is a major destination on the Barwon Coast, known for its family friendly environment, strong infrastructure, and diverse recreational opportunities. The area includes a surf lifesaving club, café, toilets, soon to be open Changing Places Facility, playground, and scenic pathways. With increasing local and tourist activity, especially during peak periods,

ensuring equitable access for all users is essential. Despite recent upgrades, the audit reveals several areas for improvement in meeting accessibility standards.



Key Findings and Recommendations

Digital Information

Online access info enables better planning and user confidence.

Findings:

- Information spread across multiple sites; inconsistent and incomplete.

Recommended Actions:

- Create centralised webpage with:
 - Access features
 - Equipment booking
 - Current conditions and temporary disruptions

Public Transport

Effective access begins with safe and convenient public transport options.

Findings:

- Bus Route 55 stops nearby but does not provide direct beach access.
- Users must navigate informal paths, uneven terrain, and disconnected routes.

Recommended Actions:

- Advocate for improved drop off locations with accessible features and direct connection to CAPT.
- Install directional signage from the bus stop to beach entrances.
- Update websites to clearly explain public transport limitations.
- Investigate sessional shuttle bus service.



Figure 38: Potential changes to public transport route and drop off / pick up location.

Accessible Parking

Well-designed parking is essential for independent access.

Findings:

- Of the 366 parking bays there are three (increased with opening of Changing Places) separate accessible parking zones are provided.
- Bays do not meet AS2890.6 due to:
 - Inadequate shared zones
 - Faded markings, no bollards or signage
 - Some spaces not aligned with CAPT
 - Insufficient bay depth not meeting 5400mm deep.

Recommended Actions:

- Review current bays to ensure the minimum dimensions are met.
- Repaint line markings and add shared zones and bollards.
- Install vertical signage.
- Ensure step free access to CAPT and key amenities.

Kerb Ramps

Kerb ramps improve mobility between surfaces and enhance safety.

Findings:

- Site is generally level therefore kerb ramps not required in these locations.
- However, some road interaction can be review for construction of kerb ramp and TGSi missing at intersections and crossings.

Recommended Actions:

- Install TGSi where pathways intersect with roads or car parks.
- Reinforce visual and tactile cues for users with vision impairments.
- Install kerb ramps when step free / level access not provided at intersection points.

Continuous Accessible Paths of Travel (CAPT)

Paths must be wide, firm, slip-resistant, and navigable.

Findings:

- CAPT is present but highly variable in gradient and surface.
- Steep sections range from 1:12 to 1:3, far exceeding 1:14 of a ramp, and 1:20-1:33 for a pathway.
- Some amenities not connected to paths.
- Crossfalls and inconsistent surfaces reduce accessibility.

Recommended Actions:

- A full review of the CAPT in and around Ocean Grove main beach to consider how to regrade or reroute steep segments to meet CAPT standards.
- If steep section unable to be modified consider installation of other assistive elements such as handrail, or landings at midway point.
- Extend paths to seating, showers, and BBQs.

Ramps

Ramps must be compliant in gradient, handrails, landings, and TGSi.

Findings:

- Five ramps, mostly non-compliant due to:
 - Gradients >1:14
 - Poor handrail placement
 - No TGSi
 - Slippery timber surfaces

Recommended Actions:

- Consider widening current ramp to beach level, potential to use alternative material to timber.
- Consider installation of other ramp areas to improve access from upper car park to lower promenade, at both the west end near café and at east end near toilet amenities.
- The west end location would be strongly encouraged but would require significant change in the CAPT leading to the ramp, due to current steep grades.
- Retrofit handrails, landings, and install TGSi.



- Assess and treat slip resistance of timber, potential to use alternative materials better suited for location.
- Consider replacement of steep pathways with ramps.

Signage

- Accessible signage supports safety and independent navigation, can increase users' knowledge of the location.

Findings:

- Emergency signage present.
- Limited wayfinding and no tactile features.

Recommended Actions:

- Provide Barwon Coast "standard" signage format, that provides site specific information incorporating QR link to digital information.
- Install directional signs with high contrast text and pictograms.
- Add tactile and Braille signage at key locations and directions to accessible amenities.

Stairs

Stairs must be safe, well lit, and paired with accessible alternatives routes.

Findings:

- Only restaurant and surf club stairs compliant.
- Other stairs lack handrails, nosing's, and connection to CAPT.
- Sand erosion impacts stability.

Recommended Actions:

- Add compliant handrails and nosing's.
- Ensure all stairs connecting to CAPT also have alternative route.
- Consider safer access options for key destinations.

Accessible Toilets

Accessible toilets must be functional, on CAPT and meet all AS requirements.

Findings:

- Doors, locks, and flush mechanisms are problematic.
- Pans lack backrest or seat.
- Good circulation space but poor fixture placement.

Recommended Actions:

- Replace or repair locks and flush systems.
- Upgrade pans and fittings to AS1428.1 standards.
- Improve privacy, ventilation, and signage.

Change/Shower Facilities

Changing areas should provide privacy and safe use for all.

Findings:

- Internal showers have fixed benches, cold water only, no hooks.
- External showers are accessible but hard to activate.

Recommended Actions:

- Improve usability of push button external showers.
- Add height adjustable fixtures and foldable seats for internal showers.
- Install accessible hooks and review door lock function internal showers.

Tactile Ground Surface Indicators (TGSi)

TGSi guide people with low vision safely through the site.

Findings:

- No TGSi installed across any major paths or hazards.

Recommended Actions:

- Install TGSi at stairs, ramps, crossings, and key decision points.

Seating

Accessible seating supports rest, socialisation, and inclusive use.

Findings:

- Variety of seating, but few have armrests or backrests.
- Poor connection to CAPT in many cases.

Recommended Actions:

- Install seating with arm and back support.
- Provide wheelchair and mobility aid location at picnic table seating.
- Ensure sealed CAPT connection to seating and adequate circulation space provided.

Shade

Shade is critical for heat protection and comfort.

Findings:

- Limited shade at playground only.

Recommended Actions:

- Install shade structures in high traffic rest areas and around seating.

Water Fountains

Hydration points must be accessible and easy to operate.

Findings:

- Two fountains available; mostly accessible.
- Some access blocked on one side for fountain at playground.

Recommended Actions:

- Reposition playground fountain for multi-side access.
- Regularly maintain for continued compliance.

Bike Parking

Bike stations support active transport and must not obstruct access.

Findings:

- Bike racks are present but lack signage.

Recommended Actions:

Improve signage.

- Ensure location does not block CAPT.

Lighting

Lighting improves safety, especially at dusk and in poor weather.

Findings:

- Good lighting around café and toilets.
- Lighting levels not fully assessed.

Recommended Actions:

- Conduct full lighting audit with lighting expert.
- Extend lighting along key paths and crossings.

Other Accessible Equipment

Specialised equipment like beach wheelchairs enhances inclusion.

Findings:

- Mobi-Chair available via surf club with booking and training.
- Beach matting discontinued due to terrain challenges and volunteers needed to set up matting.

Recommended Actions:

- Promote Mobi-Chair availability via signage and digital.
- Increase the number of accessible wheelchair and potential type/size of chair.
- Provision of beach chair storage connected to Changing Place Facility, potential use of MLAK to access, decreasing dependence on surf club.
- Advertise via Barwon Coast digital platforms.

Playgrounds

Inclusive playgrounds offer safe play for all children.

Findings:

- Good surface, layout, and contrast.
- Steep CAPT to access.

Recommended Actions:

- Increase inclusive play elements
- Improve seating and shade within the play zone



Ocean Grove Main Beach stands as a leading exemplar of Barwon Coast's commitment to creating an inclusive and accessible coastal environment. Already widely used by diverse user groups, including the Disability Surfers Association, which hosts biannual events, the beach reflects a strong foundation for inclusive recreation.

The proposed enhancements would significantly improve access to and around the beach precinct, further strengthening the site's reputation for excellence in access and inclusion. The site's topography presents notable challenges due to substantial height variations between the car park and the sand. This is especially evident at the western end of the promenade, where steep gradients force users with mobility limitations to navigate toward the eastern end to reach the lower promenade and beach level. Consideration should be given to modifying the CAPT to address these gradients, potentially through a widened, gently graded ramp rather than the current direct, steep descent.

Access from the Surf Life Saving Club currently involves negotiating stairs. This is often managed while transporting surf rescue equipment, while the side-by-side vehicles, and IRBs are forced to negotiate the car park and drive around to get to the vehicle ramp. A longer-term consideration could involve a dedicated ramped pathway directly linking the surf club to beach level, improving access and safety for surf club members and the broader public with faster response times.

Beyond beach access, there is an opportunity to integrate sensory pathways and nature immersion features into the surrounding area. A looped path encouraging calm and sensory rich experiences could benefit a wide range of users, including older adults, education groups, and individuals with sensory or cognitive conditions. The proximity to existing infrastructure offers the chance to create a multifunctional space not limited to beachgoers. Such a path could incorporate:

- - Resting and meeting points
- - Picnic facilities
- - Storytelling signage that highlights local cultural and environmental narratives

In addition, installing appropriate lighting may support safe and extended use of the site during low-light conditions, should that be a desired outcome.

Once again, Ocean Grove Main Beach demonstrates Barwon Coast's enduring commitment to inclusive design and continual improvement. These initiatives would serve to further enhance its legacy as a truly accessible public coastal space that could be promoted through Barwon Coast's digital platforms.

3.9 Hodgson Beach

Hodgson Beach, located approximately 900 metres east of Ocean Grove Main Beach, is a popular and versatile coastal location. As a dog-friendly beach, it attracts year-round foot traffic, especially for walking and water-based recreation. It features a small car park, beach amenities, and an accessible ramp, and connects to nearby trails and the town centre. While it shows

potential as an inclusive site, several infrastructure elements currently fall short of accessibility standards, limiting equitable use.



Key Findings and Recommendations

Digital Information

Clear online information helps visitors plan confidently, understanding accessible features.

Findings:

- Limited detail available online.
- Barwon Coast site notes recent upgrades; Beachsafe lists Hodgson under Ocean Grove region with no site-specific information.

Recommended Actions:

- Create dedicated webpage for Hodgson Beach access features and photos via Barwon Coast digital platform.
- Clarify availability of toilets, parking, ramps, and gradient concerns.

Public Transport

Linked transport routes enable accessible arrival for all visitors.

Findings:

- No direct public transport service to Hodgson Beach.
- Closest Route 55 stop requires navigating a steep descent from Ocean Grove shopping precinct.

Recommended Actions:

- Improve wayfinding signage from public transport points to the beach.
- Advocate to COGG to provide ongoing public transport or sessional shuttle bus service to the location.

Accessible Parking

Accessible bays must be compliant, well-marked, and connected.

Findings:

- Accessible bay available but not fully compliant.
- Faded line markings, missing outer line, non-compliant bollard.
- Bin placement obscures sightlines from vehicles.

Recommended Actions:

- Repaint markings, install compliant bollards, and define shared zones.
- Relocate obstructions (e.g. bins) to improve visibility and navigation.

Kerb Ramps

Essential for smooth transitions from road to footpath.

Findings:

- No kerbs: road and path are at the same level (this is a positive).

Recommended Actions:

- No kerb ramps required but monitor interface surfaces for erosion or trip hazards.

Continuous Accessible Path of Travel (CAPT)

Reliable, compliant pathways connect all key features.

Findings:

- The CAPT to the ramp is wide, level but has steep sections that are greater than gradient of the ramp itself.
- Sections of path leading to stair also steep gradient.
- Surface ruts and repairs create trip hazards.
- No TGSI.

Recommended Actions:

- Review CAPT plan and regrade or reroute steep sections to meet 1:14–1:20 gradient.
- Install TGSI and smooth surfaces.
- If too steep as a path, consider installation of ramp features such as handrails, firm level surface, and landings.

Ramps

Must meet gradient, handrail, and surface standards.

Findings:

- Two timber ramp sections:
 - Upper ramp (1:10) lacks handrails and TGSI.
 - Lower ramp (1:10) has one handrail but sand accumulation causes a step-off.

Recommended Actions:

- Install compliant handrails and TGSI.
- Address issues at the bottom of ramp and extend further into sand to remove "step" at bottom of ramp.

Signage

Accessible and wayfinding signage enhances safety and navigation.

Findings:

- Emergency and dog signage present.
- No wayfinding or accessible design features.

Recommended Actions:

- Add wayfinding signs with tactile, high contrast elements and pictograms on standard Barwon Coast signage format, include QR code with digital information links.
- Include information on paths, amenities, and gradients.

Stairs

Stairs must be safe and provide visual and tactile guidance.

Findings:

- Two beach staircases:
 - Eastern stairs: stable but lack handrails and TGSI.
 - Western stairs: overgrown and numerous compliance issues.

Recommended Actions:

- Retrofit all stairs with compliant handrails, closed risers, nosings, and TGSI.
- Maintain vegetation clearance to prevent impacting use of stair.
- Signage to direct to ramp access to beach.

Accessible Toilets

Accessible toilets must provide clear circulation, compliant fixtures, and ease of use.

Findings:

- Existing facility is outdated and non-compliant:
 - Obstructed grab rails, wrong toilet pan type, and inadequate circulation.
 - No ambulant option available.

Recommended Actions:

- Consider long term infrastructure plan to upgrade bathroom to meet AS1428.1 standards.
- Provide separate ambulant toilet in standard cubicle area.

Change / Shower Facilities

External showering and change facilities must support ease of use.

Findings:

- None available.

Recommended Actions:

- Consider future installation of accessible external shower with sealed base and compliant fixtures.

- If deemed a high use area, consider construction of change and shower facilities.

Tactile Ground Surface Indicators (TGSi)

TGSi assist people with low vision in navigating hazards.

Findings:

- None present.

Recommended Actions:

- Install TGSi at ramps, stairs, and path intersections.

Seating

Inclusive seating must include armrests, backrests, and clear space.

Findings:

- Benches and tables provided, but:
 - No armrests.
 - Some seating unconnected to CAPT or requires stepping up.

Recommended Actions:

- Install compliant seating with back and armrests and firm base.
- Provide sealed paths to all seating locations.
- Potential to include seating option at viewing platform and create an accessible path to this viewing platform with rest area.

Shade

Shade enhances comfort and usability.

Findings:

- No formal shade structures available.

Recommended Actions:

- Install shelters or natural shade options (e.g. tree planting).

Water Fountains

Hydration is critical for prolonged outdoor activity.

Findings:

- Fountains present, but access is limited by sand and surface irregularities.

Recommended Actions:

- Regrade and seal surface around fountains to improve multi-side access.

Bike Parking

Bike storage should support access without blocking paths.

Findings:

- Not provided.

**Recommended Actions:**

- Install bike racks near entrance or car park without obstructing CAPT.

Lighting

Well-lit areas increase safety and usability after dark.

Findings:

- Minimal lighting present.

Recommended Actions:

- Install recommended lighting along high use CAPT and near key features.

Hodgson Beach is a popular destination frequented by beachgoers, dog walkers, and those enjoying the coastal pathway network and scenic views from the elevated stairway. The site presents a unique opportunity to further enhance accessibility through the implementation of the previously outlined recommendations, including compliant beach ramp access, rest areas, and upgraded amenities.

As the easternmost ramp accessible point to the beach, Hodgson Beach offers a quieter alternative to the main beach, making it an ideal location for users seeking a more tranquil environment. With relatively minor modifications, access can be significantly improved while reducing current safety risks.

Enhancing parking options, installing accessible amenities, and developing compliant ramps will allow Barwon Coast to position this location as a truly accessible coastal destination.

Additionally, its proximity to the network of trails and the Ocean Grove township, although currently connected via a steep footpath, reinforces its value as a strategic entry point to broader recreational and natural assets.

4. Opportunities

Barwon Coast has a unique opportunity to enhance its reputation and create meaningful connections across the coastline for all people, not simply through infrastructure upgrades, but through the leadership of those at Barwon Coast who prioritise access and inclusion as central to our community. These leaders deserve commendation for actively seeking community input, developing an understanding of site-specific challenges, and showing a willingness to act on feedback.

This coastline is a remarkable environment, cherished by residents and visitors alike. To truly open it to others who currently face access barriers, we must ensure our design and planning embrace inclusion at every level.

Going beyond Australian Standards and minimum compliance presents an exciting opportunity. This shift not only benefits individual users but also has broader community impacts. Coastal infrastructure and information delivery, if designed with universal principles, can support education, cultural engagement, sensory experiences, and nature-based connection for diverse user groups.

Trails and pathways, as highlighted in this report, are an invaluable asset. Barwon Coast has already demonstrated positive change in areas with clear, stable, and well-defined paths used regularly by locals and visitors. Additional infrastructure such as digital linked signage, seating, accessible water fountains, and other inclusive amenities outlined in this report will further enhance usability and welcome broader participation.

Waterways, both open beaches and river systems, remain a major drawcard. While ocean beaches are heavily influenced by tides, surf, and weather, some areas can become calm and accessible under ideal conditions. River systems, though still affected by environmental factors, present a more manageable context for enabling water-based activities.

This report identifies several promising locations, including Barwon River's Frank Ellis Reserve and the Ocean Grove side of the river, where purpose-built infrastructure could create genuinely accessible water experiences. Features such as accessible parking, CAPT, change and shower facilities, and extended ramps into the water could be explored. Such an initiative would require significant design work and meaningful community engagement, but the opportunity is real. Concepts such as an open ocean pool, seen in other parts of Australia and mentioned by community, also warrant exploration. The capacity for individuals to access water independently and with autonomy would represent an outstanding but achievable outcome.

It's vital to acknowledge that Barwon Coast oversees only part of the broader experience. Partnerships with businesses and service providers are essential. Cafés, restaurants, and



retailers can grow their customer base by embracing accessibility. Accommodation providers, both long and short term, can design layouts and link to accessible community assets, drawing people to live in or visit the region knowing they'll be welcomed.

Public transport poses challenges, but also potential. Even modest changes to bus routes could offer major benefits, if drop-off and pick-up points are optimised with accessible infrastructure. The transport experience also relies on the attitudes and preparedness of public transport staff, who must play a role in fostering confidence and comfort for passengers seeking to reach the coast. Barwon Coast to advocate to COGG and DTP for a seasonal shuttle service might be an alternative opportunity to long term issues with public transport use in the region.

While river access may be more readily achievable, beaches remain the signature attraction. Ocean Grove Main Beach already functions well and could be further strengthened with the improvements proposed in the site-specific recommendations. Bancoora Beach represents a growing opportunity as population numbers increase. Substantial investment and collaborative planning will be essential to advance beach accessibility there. Likewise, Raffa's Beach may benefit from firm infrastructure such as boardwalks to enable passage across soft sand to firmer areas.

5. Limitations

This report was developed with community input and stakeholder engagement as a central component. It reflects what the community identified as priorities for access and has been further informed by the author's professional experience in access, inclusion, person centred practice, and universal design, as well as current and previous Australian Standards and benchmarking tools. However, the report represents the perspective of a single author, interpreting findings from community engagement and nine site assessments, which presents certain limitations. With increased time and financial investment, a broader, more collaborative community led approach could enhance the depth and breadth of future outcomes.

The audit process employed a bespoke access assessment tool, specifically designed for this project. While this tool was shaped through stakeholder discussions, a dedicated workshop, and community consultation, questions regarding its validity and reliability may arise, as it is not a commercially standardised framework. Nonetheless, it is intended to reflect the priorities and conditions relevant to the nine sites under review.

The scope of the project evolved significantly beyond its original intention as a simple "access audit." As the initiative expanded, some areas may not have received exhaustive assessment, and the level of community engagement varied across locations. Despite this, the report captures an important moment in time, offering meaningful insights and detailed findings that can guide future decision making by Barwon Coast.

Disclaimer

This report provides general guidance and recommendations based on site observations, community engagement findings, and current best practice standards in accessibility and inclusive design known to the author. While every effort has been made to ensure accuracy and relevance, the content should not be construed as a substitute for professional advice, technical design documentation, or regulatory approvals.

All recommendations are indicative only and subject to further investigation, stakeholder consultation, and expert assessment prior to implementation. Barwon Coast remains responsible for ensuring that any modifications, installations, or infrastructure changes comply with applicable legislation, Australian Standards, and professional engineering and design requirements. For example, kerb ramps should be designed and constructed by experts in accessible infrastructure, rather than relying solely on example diagrams provided in this report. The bespoke audit framework used to assess the nine sites was developed specifically for this project and may not reflect standardised tools used in other jurisdictions. Its use in this context aims to capture community driven priorities but should be interpreted with awareness of its scope and limitations.

6. Conclusion

This report represents the final phase of a three-stage project, providing both overarching insights and site-specific recommendations for Barwon Coast. It has been designed to inform thoughtful decision making and offers a roadmap to enhance access and inclusion across coastal environments.

The opportunity ahead is not solely about infrastructure, it is about creating a connected experience where individuals know what is available to them before they leave home, feel confident that transport and parking will meet their needs, encounter clear and barrier free paths to their destinations, and access fit for-purpose amenities throughout each site. Most importantly and by doing this, it is about ensuring people feel recognised, valued, and genuinely included in the community. This report provides a practical and aspirational foundation for making that vision a reality.

Everyone deserves to feel that they belong. Accessibility is central to fostering that sense of belonging. This report highlights what Barwon Coast has already achieved, and outlines what more can be done. Its broader aim is to support a cultural shift, from viewing access as a compliance requirement to recognising inclusive design as a reflection of community values and aspirations. We must create environments that welcome and empower all individuals, regardless of ability.

To complement this report, it is recommended to view the TEDxSydney talk by Stella Young, Australian disability advocate, titled "I'm not your inspiration, thank you very much". Her message powerfully reinforces the importance of inclusive community design and reminds us that accessibility is not a favour, it's a right.

https://www.ted.com/talks/stella_young_i_m_not_your_inspiration_thank_you_very_much

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8. Glossary

Accessible Parking

Parking spaces that comply with AS 2890.6, providing appropriate dimensions, signage, and accessible connection to paths of travel for people with disabilities.

Accessible Toilet

A unisex facility designed to AS 1428.1 standards, with appropriate circulation space, grabrails, fixtures, and signage to enable equitable use.

Adult Accessible Change Facility

A sanitary facility including a hoist, adult change table, toilet, and accessible circulation space to support users with complex needs.

AS 1428

A series of Australian Standards detailing design requirements for access and mobility in public infrastructure. Includes parts 1 (general requirements), 2 (enhanced usability), and 4.1 (TGSI).

AS 2890.6

Australian Standard for off-street parking for people with disabilities, outlining layout, signage, and gradient requirements for accessible car parks.

AS 2890.3

Australian Standard for bicycle parking facilities, setting minimum standards for layout, spacing, and safety.

Audit Tool

A structured assessment framework used to evaluate accessibility features across locations. In this report, it was tailored with input from community stakeholders.

Barrier

Any physical, digital, or procedural feature that prevents equitable access to a space, service, or experience for people with disability or other needs.

Beach Matting (Mobility Matting)

A portable pathway system laid over sand to provide access to the beach for wheelchair users, prams, and people with limited mobility.

Bicycle Parking or Bike Station

Designated area for securely parking bicycles, typically located near key destinations and compliant with AS 2890.3.

Continuous Accessible Path of Travel (CAPT)

An uninterrupted, step-free route compliant with AS 1428.1 that connects key site features such as parking, amenities, and entrances.

Carer

A person who assists another individual (e.g. with disability) with daily tasks or mobility, often considered in the design of unisex or accessible facilities.

Changing Places Facility

A fully accessible public toilet and change facility for people with high support needs, including hoist, change table, and may include an accessible shower.

Directional Indicators

A type of TGSi (raised bars) used to guide people who are blind or have low vision through open spaces toward key features.

Disability (Access to Premises – Buildings) Standards 2010

Regulations under the DDA mandating equitable access in buildings and public spaces, referencing Australian Standards for compliance.

Disability Discrimination Act 1992 (DDA)

Federal legislation prohibiting discrimination based on disability, forming the legal basis for accessible infrastructure requirements.

Inclusive Design

A design philosophy that ensures environments, products, and services are usable by as many people as possible, regardless of age or ability.

Inclusive Playground

A play space designed to support physical, cognitive, sensory, and social participation for children of all abilities.

Kerb Ramp

A sloped transition between road and footpath designed to AS 1428.1 standards, enabling access for wheelchairs, prams, and mobility devices.



Luminance Contrast

The degree of light difference between surfaces (e.g., sign text and background), critical for visibility by people with low vision.

National Construction Code (NCC)

Australia's primary set of technical provisions for the design and construction of buildings, including access and mobility requirements.

Passing Space

A widened section of a path or ramp allowing two users (e.g. wheelchair users) to pass each other safely, required under AS 1428.1.

QR Code

A scannable code often used in signage to direct users to digital content, including access information or maps.

Ramp

A sloped walking surface that enables users to move between levels, designed to meet AS 1428.1 specifications for gradient, width, handrails, and landings.

Step Free Access

An access route free of stairs or vertical transitions, allowing unimpeded travel for all users, including those using mobility aids.

Tactile Ground Surface Indicators (TGSIs)

Raised ground surfaces used to alert people who are blind or have low vision to hazards or to guide movement. Includes warning and directional types.

Unisex Accessible Toilet

A toilet facility that accommodates users of all genders with accessibility needs, typically including carer support, compliant fixtures, and signage.

Universal Design

The creation of environments that are inherently accessible to people with a wide range of abilities, without the need for adaptation or specialised design.

Visual Contrast

The use of contrasting colours or materials to differentiate elements (e.g., paths, edges, signage), improving usability for people all people include those with low vision.



Wayfinding Signage

Signage designed to support navigation through spaces, using accessible fonts, clear language, tactile and Braille elements, and high contrast finishes.

Web Content Accessibility Guidelines (WCAG)

An international standard for web accessibility that ensures digital content is usable by people with disabilities.

9. Barwon Coast Access Audit Tool

Location:

Date:

Feature	Documentation	
Digital information		
Available / Connected	Compliant:	Comment:
Public transport (if any provided, to what level, and physical drop off/pickup)	Public Transport Victoria (PTV); CDV Victoria; McHarry's Bus lines. Disability Standards for Accessible Public Transport 2002	
Available / Connected	Compliant:	Comment:
Accessible parking	Australian Standard AS 2890.6:2009—Parking facilities – Off-street parking for people with disabilities AS 1428.1 – 2009 Design for access and mobility – General requirements for access – New building work Disability (Access to Premises – Buildings) Standards 2010	
Available / Connected	Compliant:	Comment:

Feature	Documentation	
Kerb Ramps	AS 1428.1 – 2009 Design for access and mobility – General requirements for access – New building work AS / NZS 1428.4.1 - 2009 Design for access and mobility – Tactile Indicators Disability (Access to Premises – Buildings) Standards 2010	
Available / Connected	Compliant:	Comment:
Continuous Access Paths of Travel (CAPT) / Pathways	AS 1428.1 - 2009 Design for access and mobility – General requirements for access – New building work AS 1428.1 – 2009 Design for access and mobility – General requirements for access – New building work AS / NZS 1428.4.1 - 2009 Design for access and mobility – Tactile Indicators	
Available / Connected	Compliant:	Comment:
Ramps	AS 1428.1 – 2009 Design for access and mobility – General requirements for access – New building work	

Feature	Documentation	
	AS 1428.2 - 1992 Design for access and mobility - Enhanced and additional requirements – Buildings and facilities AS / NZS 1428.4.1 - 2009 Design for access and mobility – Tactile Indicators	
Available / Connected	Compliant:	Comment:
Signage	AS 1428.1 – 2009 Design for access and mobility – General requirements for access – New building work AS / NZS 1428.4.1 - 2009 Design for access and mobility – Tactile Indicators AS 1428.5 - 2010 Communication for people who are deaf or hearing impaired AS 1744 - 2015 Forms of letters and numerals for road signs AS / NZS 1158 – 2010 Street Lighting Applications	
Available / Connected	Compliant:	Comment:
Stairs	AS 1428.1 – 2009 Design for access and mobility – General requirements for access – New building work AS 1428.2 - 1992 Design for access and mobility - Enhanced and additional requirements – Buildings and facilities AS / NZS 1428.4.1 - 2009 Design for access and mobility – Tactile Indicators	

Feature	Documentation	
Available / Connected	Compliant:	Comment:
Toilets (Designated Accessible)	AS 1428.1 – 2001 Design for access and mobility – General requirements for access – New building work AS 1428.1 – 2009 Design for access and mobility – General requirements for access – New building work AS 1428.2 - 1992 Design for access and mobility - Enhanced and additional requirements – Buildings and facilities AS / NZS 1680.0 – 2009 Interior lighting – Safe movement AS / NZS 1680.1 – 2006 Interior lighting – General principles and recommendations	
Available / Connected	Compliant:	Comment:
Change / Shower Facilities	AS 1428.1 - 2009 Design for access and mobility – General requirements for access – New building work AS 1428.2 - 1992 Design for access and mobility - Enhanced and additional requirements – Buildings and facilities AS / NZS 1680.0 – 2009 Interior lighting – Safe movement AS / NZS 1680.1 - 2006 Interior lighting – General principles and recommendations	
Available / Connected	Compliant:	Comment:

Feature	Documentation	
Tactile Ground Surface Indicators	AS 1428.1 – 2009 Design for access and mobility – General requirements for access – New building work AS 1428.2 - 1992 Design for access and mobility - Enhanced and additional requirements – Buildings and facilities AS / NZS 1428.4.1 - 2009 Design for access and mobility – Tactile Indicators	
Available / Connected	Compliant:	Comment:
Seating	AS 1428.2 Cl. 27.2	
Available / Connected	Compliant:	Comment:
Shade	Everyone Can Play Cancer Council, Vic Health Best practice/public health AS 1428.1 – 2009 Design for access and mobility – General requirements for access – New building work	
Available / Connected	Compliant:	Comment:

Feature	Documentation	
Water fountains	Everyone Can Play Australian Standard 1428.2	
Available / Connected	Compliant:	Comment:
Bike station	Everyone Can Play AS 2890.3:2015 – Parking Facilities, Part 3: Bicycle Parking	
Available / Connected	Compliant:	Comment:
Lighting		

Feature		Documentation
Available / Connected		Comment:
Other accessible equipment specific to location	*Where there is a specific accessible feature or a piece of assistive technology this will be assessed and associated documentation referenced"	
Available / Connected	Compliant:	Comment:
Playgrounds	AS 1428.1 – 2009 Design for access and mobility – General requirements for access – New building work	
Available / Connected	Compliant:	Comment: