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**Topic:** Presentation by Better Boating Victoria on the development of the Victorian Recreational Boating Strategy and other boating projects (relevant to Port Phillip & Western Port)

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Update from Better Boating Victoria on the Victorian Regional Boating Strategy – specifically the boating priorities discussion paper for Port Phillip & Western Port.

**Date:** 18 June 2021

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Better Boating Victoria are developing a Victorian Recreational Boating Strategy to provide an overarching vision and plan to ensure recreational boating priorities are identified and prioritised, so funding is allocated accordingly when the Better Boating Fund commences on 1 July 2021.

Consultation on the strategy took place early 2021 via an online survey and meetings with key stakeholders.

Better Boating Victoria are now consolidating this information to determine priorities for the draft Victorian Recreational Boating Strategy. The Strategy will aim to address priorities aligned with how the Better Boating Fund can be allocated, including:

- Provision and maintenance of boating facilities and services for the public
- Boating safety, boating education and boating promotion programs
- Safe use of recreational vessels.

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## Your Questions

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**Q. How did Better Boating Vic prioritise sites?**

Undertook a review of how facilities are managed across pp and wp, commissioning Deloitte to undertake visual assessments across 47 facilities. Categorized on condition, and whether regional, local or district facility. Came with up high-level priority in terms of renewal. BBV looking at opportunities to work with facility managers.

**Q. Who did you engage with to determine priorities?**

Engaging with 'users' of facilities – important that users are at the centre of the consultation, and informing decision making. Also engaged asset managers/water authorities around regional Vic to understand priorities. In Port Phillip and Westernport, relied on work Deloitte did (visual assessments) and then out for consultation to reach councils.

**Q. What is the delivery model for the pipeline of projects and in particular the role for Councils??**

Delivery model is BBV manages consultants for development of concept and detailing design (in consultation with asset manager). BBV not resourced to do delivery. Instead, BBV set up a funding agreement with relevant asset manager to fund upgrade of facility / delivery of project include dedicated project manager if required.

**Q. If Council hasn't flagged these ramps for upgrade in its current long term financial plan / foreshore masterplans - are the funds secured by BBV/State Gov? Ramps identified in BBV priorities are not identified as priorities in current Bayside foreshore management plan for upgrades.**

Co-design will help raise priorities where we can realise cost savings. Want to work through all of the priorities over next few years to have fit for purpose facilities across Port Phillip and Westernport.

**Q. Are the designs looking at innovation, environmental sensitivity and climate impacts?**

In all designs working to WSUD ("water sensitive user design"), avoiding hard surface. Around Port Phillip and Westernport that's pretty tough – needs to be hard surface. Bringing through a universal design, not so much environmental but accessibility. Climate impacts need to be considered, working with DLWP on siting guidelines as part of getting Marine and Coastal Act consent. Looking at opportunities for new boating facilities – haven't had any new facilities for long time. Demand growing and not enough car/trailer spaces especially around growth corridors, to give Victorian's greater access to the water.

**Q. Is there a tipping point with the growth in boat owners / number of ramps / congestion in the Bays?**

Not anticipating a tipping point. Don't apply that to roads and houses. Boating pretty passive, not on-water environmental issues that impact environment, more disposal of vessels. Working on that in Strategy as well.

**Q. Has the Deloitte review been published?**

There is a summary document. It will be made public at some stage.

**Q. Facilities such as toilets – are they included in the arrangements?**

Depends on if it is needed at the ramp. Around Port Phillip and Westernport most facilities do have one, around regional Vic there is one at the ramp or nearby. Matter of where the funding comes from. BBV will not be removing existing facilities. Responsibility to maintain them is with the asset



managers still. Proposal in the Boating Strategy for funding support for structural maintenance undertaken by asset mgrs.

**Q. Process of handover – are there options for direct handover?**

Not in scope at this point in time

**Q. Regarding the Asset Management Framework and Guidelines – are these new or aligned to existing asset management frameworks councils use?**

BBV keen to engage with ABM on Design Guidelines. NSW and QLD guidelines a good starting point, using them and tailoring to Vic conditions. BBV also want to progress maintenance guidelines to support asset managers. Regarding the Asset Management Framework – some asset managers have resources to be across asset condition and maintenance / compared to smaller volunteer committees.

**Q. Recognise boaters are keen for more boat ramps, yet a large proportion of stakeholders don't want to see more hard infrastructure on the foreshore – how do we manage that?**

Equity issue, need better facilities for boaters to enjoy access to the water. If boaters can't park in boat ramp, they park outside ramp area which impacts on residents. Provide transport and housing when it is needed, and boating has been neglected. Slowly improve access to the water through this program. At some sites it takes hours to launch a vessel, not good enough. Demand growing a 2.5% a year – we need to accommodate that demand.

**Q. How can we sure selection priority sites are in line with local policy and plans, if they're not supporting in current council Marine and Coastal Management Plans?**

Boating strategy out to 2030. Have time to work towards it, and work with local managers on the priorities.

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## Your Feedback

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- Design Guidelines for concept of renewal of boat ramps would be great Katherine. I think the ABM would be really valuable in assisting in commentary on these in the early stages.
- Thank you for the informative presentation @BBV.
- Thank you
- Thank you for your time/presentation
- Thanks BBV team and Jacquie
- Thank you Jacquie and to the BBV team!
- Thanks BBV
- Thanks Katherine, Marcus and Liberty, very informative

Can you tell us more about the review of management of boating facilities – and your identification of the value of local knowledge that asset managers hold, and the opportunities around providing more support and improved funding options to asset managers.

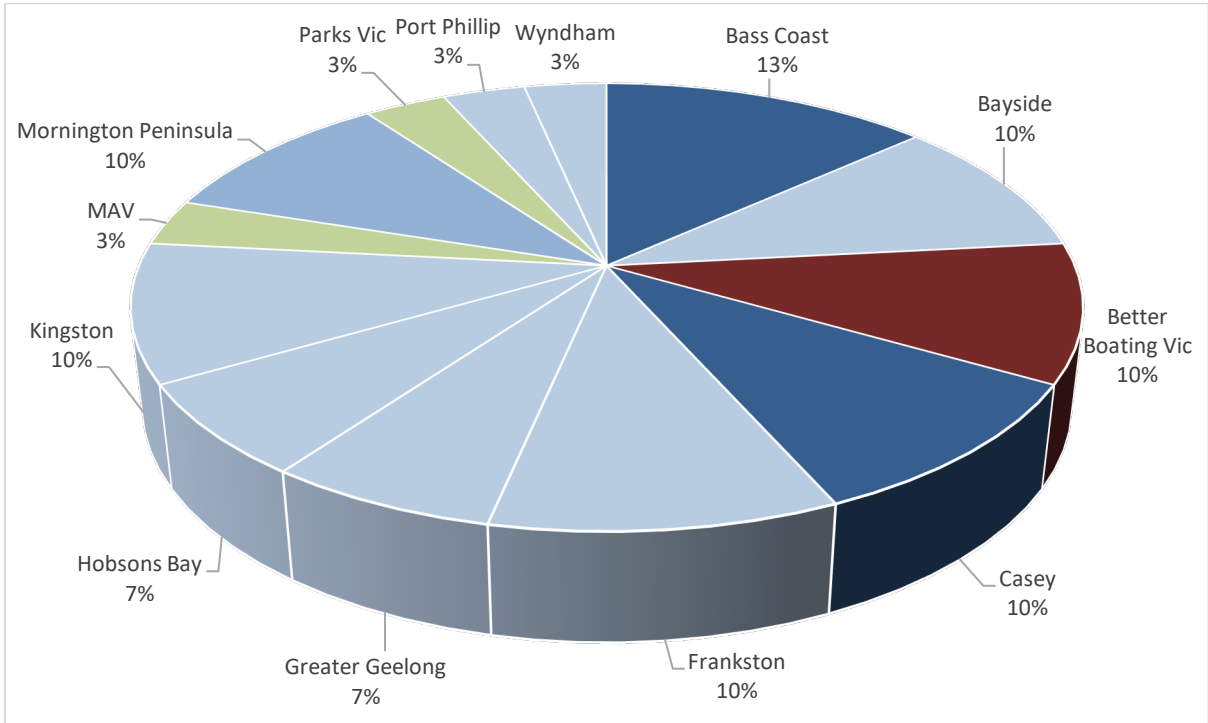
Q. What does this support and funding to asset managers look like?

Q. How does this compare to the benefits in centrally managing our boating facilities.

**Attendance**

Breakdown of attendance by organisation = 31 people

- Guest speakers (10%) – Better Boating Victoria
- 7 x ABM Member Councils (60%) – Port Phillip Bay
- 2 x Westernport Bay councils (23%) – Bass Coast Shire and Casey City Council
- 2 x State Agency/Organisations (7%) – Parks Vic and the Municipal Association of Victoria



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