



Transport
for NSW

Maritime Management Centre

Transport for NSW Regional Boating Plan Sydney Harbour Region

February 2015



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ISBN Register: 978 1 922030 68 9

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1. Introduction

The Sydney Harbour Regional Boating Plan has been developed as part of a major NSW Government initiative to boost the experience of recreational boating across the state. The Plan was developed by the Maritime Management Centre (MMC) in Transport for NSW working closely with the NSW Maritime Division of Roads and Maritime Services (Roads and Maritime) and with expert coastal infrastructure advice from consultants GHD.

The Plan is one of eleven Regional Boating Plans that have been developed across the major waterways in NSW as shown in Figure 1. A Regional Boating Plan has been developed for each of these Regions.

The Plan identifies the boating safety, access and infrastructure actions across the region to be implemented over the next five years. A summary of the projects and initiatives to be delivered as part of the Plan are detailed in the Delivery Program in Chapter 8. A Progress Report on the Delivery Program will be published annually to provide an update on the delivery of key projects and actions.

Funding for infrastructure projects will be allocated out of the *NSW Boating Now* program announced by the Minister for Roads and Freight in August 2014 which will see \$14m per year made available for the delivery of boating infrastructure projects over the next five years.

Each Regional Boating Plan was developed through a two-stage consultation process. The first stage involved workshops with local Councils and key stakeholder group as well as an online survey open to all waterway users and members of the general public. Feedback received from the first stage was then used to inform the development a Consultation Draft which formed the basis of the second stage of consultation.

Feedback on the Draft Plan was received via written submissions, key stakeholders were also invited to a consultation session held in Sydney on 1 September 2014 to discuss and seek feedback on the key findings and actions identified in the Consultation Draft. Further meetings were also held with Councils to help determine the priority infrastructure projects identified in the final Plan.



Figure 1 – Map of regions



2. Physical character of the waterways

2.1 Background

The Region includes Sydney Harbour and its tributaries which is an extremely popular waterway for a wide range of recreational boating activities in addition to many non-powered boating activities such as rowing, kayaking, canning and dragon boat racing. Sydney Harbour also supports various commercial vessel operations such as commercial fishing vessels, an extensive charter vessel fleet, ferries, commercial shipping and naval operations. Further details on waterway users are provided in Chapter 3.

Sydney Harbour has a large presence of commuter ferries that provides an extensive network of services between numerous commuter wharves around the Harbour. The Sydney Ferries fleet (currently operated by Harbour City Ferries) consists of 28 vessels which travel around 1.3 million kilometres per year. Circular Quay is the hub of the network, providing access to 37 other wharves ranging from Manly at the northern end of Sydney Harbour, through to Eastern and Lower North Shore suburbs, suburbs adjacent to the Parramatta River, the Balmain peninsula and Darling Harbour.

The waterway is covered predominately by 13 councils:

- Auburn City Council (ACC);
- City of Canada Bay Council (CCBC);
- The City of Ryde Council (CRC);
- Council of the City of Sydney (CCS);
- Lane Cove Municipal Council (LCMC);
- Leichhardt Municipal Council (LMC);
- Manly Council (MC);
- Mosman Municipal Council (MMC);
- North Sydney Council (NSC);
- Parramatta City Council (PCC);
- The Council of the Municipality of Hunters Hill (CMHH);
- Willoughby City Council (WCC); and
- Woollahra Municipal Council (WMC).

Most councils have plans in place to manage their waterways and associated infrastructure. The main objectives of these plans have been to manage and co-ordinate waterfront development, improve public accessibility and to protect the visual character and natural landscape of the waterways.

The sections below outline the physical characteristics of the waterways where boating mainly occurs rather than the entire catchment and tributaries.

2.2 Sydney Harbour

Sydney Harbour is a natural harbour which is further broken up into North Harbour, Middle Harbour, and the Parramatta and Lane Cove Rivers which form Port Jackson (see Figure 2). It is a large drowned river valley estuary and the system has a foreshore perimeter of 310 km and is approximately 30 km² in size.

There are 11 islands scattered throughout the Harbour. Of the 11, only Fort Denison, Shark, Clark, Rodd, Goat, Cockatoo, Snapper and Spectacle Islands remain as true islands. Cockatoo Island is the largest of these and is regularly serviced by Sydney Ferries. In addition to the waters in the vicinity of Clark and Shark Islands, the waters in the vicinity of Spectacle and Snapper Islands are designated naval waters in which anchoring restrictions apply. Several of the islands form part of Sydney Harbour National Park and are readily accessible to the public, including ferry and taxi passengers.

Outer Harbour

Outer Harbour is a wide waterway between the entrance to the Heads, the Opera House and Admiralty House. This area is open and has relatively deep waters which are exposed to most swells.

North Harbour

North Harbour also borders the Outer Harbour area. This is typically the area between Cannae Point and Dobroyd Head extending a short distance to Manly.

Middle Harbour

Middle Harbour borders the Outer Harbour. It begins at a line connecting Middle Head and Grotto Head, and extends north beyond the Roseville Bridge to its tidal limit which is near “Bungaroo” in the Garigal National Park.

Parramatta and Lane Cove Rivers

The Parramatta River begins at the weir near the ferry wharf at Parramatta and flows in an easterly direction through Homebush, Gladesville, Drummoyne and on to Yurulbin Point at Balmain and Manns Point at Greenwich. West of the Silverwater Bridge vessel access is limited to only Sydney Ferries’ Rivercats and certain work vessels.

The Lane Cove River borders the Parramatta River. It forms in between Clarkes Point and Greenwich Point, and extends in a north westerly direction to a weir approximately 200 m upstream of the Fullers Bridge. This river is a relatively narrow and shallow waterway.

Inner Harbour

Inner Harbour is comprised of the high traffic area between Outer Harbour and Parramatta River. It encompasses the Opera House (including Sydney Cove and Darling Harbour), White Bay, Blackwattle Bay, Johnstons Bay and Rozelle Bay.

The foreshores of the main harbour and the Parramatta River are mostly urbanised and developed while much of the foreshores in Middle Harbour, North Harbour and the Lane Cove

River retain a more natural state. Facilities related to foreshore access and leisure activities are common in most parts of the estuary and include a large number of private and commercial structures such as wharves, jetties and boatsheds.

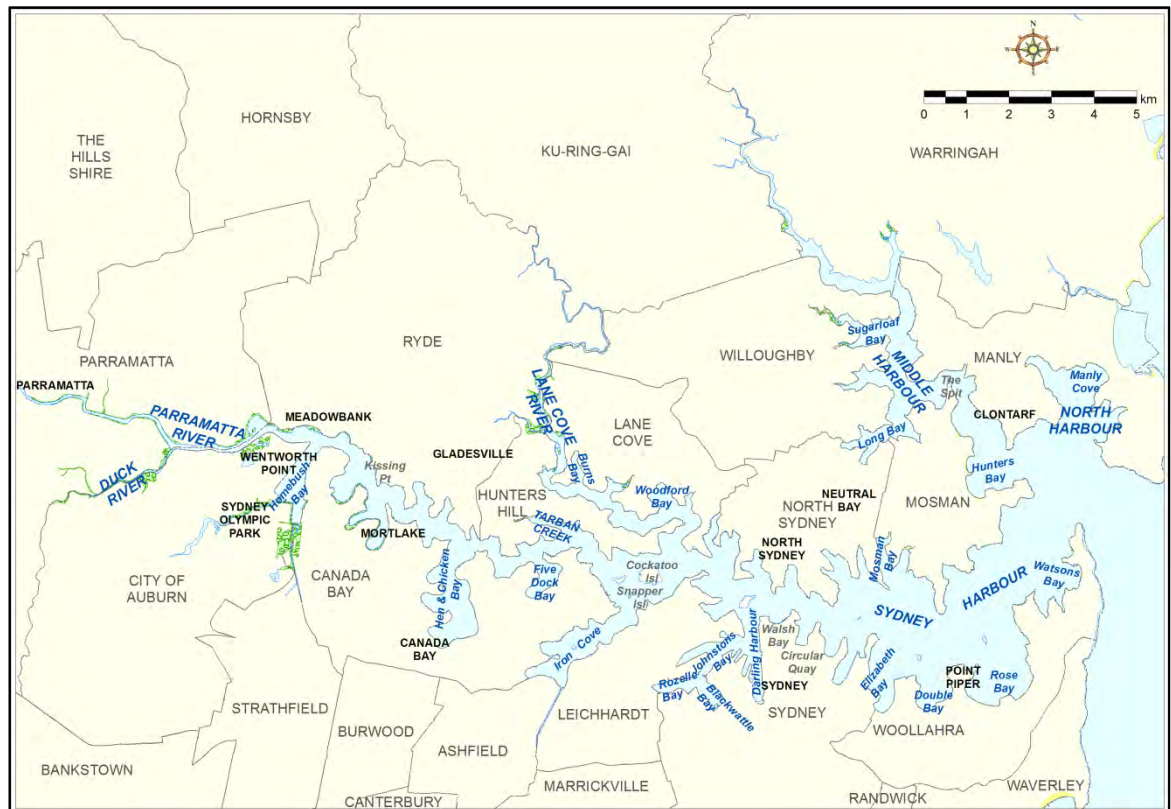


Figure 2 – Sydney Harbour



3. Waterway users

Sydney Harbour is one of the world's busiest waterways, on which cargo, commuter ferries, tourist, and leisure craft share an increasingly congested space.

Recreational boating is extremely popular in Sydney Harbour. The waterway hosts a diverse range of recreational activities including fishing, water skiing, wake boarding, pleasure cruising, sailing, yachting, rowing, dragon boat racing, canoeing and kayaking. Kitesurfers are not allowed on the Harbour mainly because of safety concerns related to their visibility. Additionally, the entire estuary is within the Sydney Basin personal watercraft restriction zone whereby all personal watercraft activity is prohibited.

The Harbour is particularly popular with the sailing community and there is a wide variety of vessels involved, including keel boats, dinghies (e.g. Lasers) skiffs and sailboards. In addition to the large amount of informal recreational sailing on the Harbour, organised sailing events/races are conducted every week on the Harbour under Aquatic Licences issued by Roads and Maritime. The race courses are laid out to achieve a good competitive outcome given prevailing wind conditions at race time.

Sydney Harbour has a large commercial vessel fleet, with 20% of the State's commercial vessels based here. Commercial activities include charter vessels, work boats and barges, adventure vessels, water taxis, passenger ferries, and sea-going commercial ships.

The Royal Australian Navy's Fleet Base East is located at Garden Island which is the homeport for twelve of the Navy's most significant vessels. The establishment serves as maintenance facility for these vessels and incorporates the Caption Cook Graving Dock. Other naval facilities in Sydney Harbour also include HMAS Watson, HMAS Penguin and HMAS Waterhen. Vessel exclusion zones apply at a number of these locations.

Sydney Harbour is a working port serving the cruise shipping industry at the Overseas Passenger Terminal at Circular Quay and at White Bay, the dry bulk trade at Glebe Island and petroleum products at Shell's Gore Cove facility. Vessel exclusions zone also apply at these locations and around commercial ships.

Outer Harbour

The Outer Harbour is mainly used for the following activities:

- Sailing and yachting;
- Leisure boating;
- Non-powered craft use such as kayaking in the sheltered bays;

- Recreational fishing typically in the sheltered bays;
- On water storage in large mooring fields such as Rushcutters Bay, Double Bay, Rose Bay, Vaucluse Bay, Parsley Bay, Watsons Bay, Mosman Bay and Sirius Cove;
- Swimming and diving in the Camp Cove area and in Chowder Bay; and
- Major events such as New Year's Eve, Australia Day and the start of the annual Sydney to Hobart yacht race.

In addition to the above recreational activities, the Outer Harbour also accommodates a number of commercial activities. Large commercial traffic, including ocean liners and naval vessels, enter the Harbour through the Heads and then make their way through either the eastern or western shipping channels to berths at Sydney Cove, Darling Harbour, White Bay or Garden Island. Smaller commercial vessels including ferries, water taxis, charter and adventure vessels also utilise this area. The bays of the southern and northern foreshores host a number of marinas, motor yacht clubs and boating clubs. In addition, there is a seaplane base in Rose Bay which is in close proximity to the commuter ferry wharf.

North Harbour

North Harbour comprises of the area around Manly and is a busy part of the Harbour for the following activities:

- Recreational fishing, especially around Cannae Point. Vessels are often launched from the boat ramp in Little Manly Cove;
- Swimming and snorkelling especially in Little Manly Cove and Spring Cove;
- Non-powered craft use in the protected waters of Little Manly Cove, Spring Cove and Fairlight; and
- On water storage in mooring fields such as Fairlight.

Commercial activity is also present in North Harbour, including the main Manly Ferry service to Circular Quay provided by Harbour City Ferries. Also present are parasailing and hire and drive businesses, two yacht clubs and a Marina in Fairlight.

Middle Harbour

Middle Harbour is mainly used for the following activities:

- Swimming in Hunters Bay, Chinamans Beach and Clontarf;
- Rowing between Pearl Bay and the Roseville Bridge;
- Water skiing and wakeboarding upstream of the Spit Bridge;
- Sailing typically between Hunters Bay and The Spit;
- General cruising;
- Kayaking and canoeing throughout the waterway, especially in the vicinity of the Roseville Bridge; and
- On water storage in large mooring fields in Pearl Bay, Quakers Hat Bay, Willoughby Bay and Sailors Bay.

Middle harbour is also host to various commercial activities. Many marinas and clubs, several hire and drive operations and the Marine Rescue NSW base are located around the deep waters at Clontarf and The Spit. Long Bay and Sailors Bay, west of the Spit Bridge, also have a number of marinas, boatsheds and clubs.

Parramatta River

The Parramatta River is mainly used for the following activities:

- Rowing in relatively shallow bays such as Homebush Bay, Hen and Chicken Bay and Iron Cove. A number of rowing clubs are located in these bays and the northern foreshore;
- Other non-powered craft use including sailing, dragon boating and kayaking;
- General cruising by small and large vessels. There is a history of on water conflict between motorised vessels and non-powered craft which has resulted in the people in non-powered moving to more protected bays; and
- On water storage in large mooring fields such as Five Dock Bay, Morrison Bay, Glades Bay and Abbotsford Bay.

Commercial activity is also present on the Parramatta River including commercial and private marinas. Regular ferry services operate from commuter wharves along the River.

Lane Cove River

The Lane Cove River is a relatively natural, narrow and shallow tributary of the Parramatta River. Given these characteristics and the surrounding Lane Cove National Park, non-powered recreational activities tend to dominate. However, there is some cruising and fishing undertaken by motor vessels. Rowing, sailing and paddling are particularly popular with a number of club and school facilities located along the river. The shallow Woodford Bay is a large bay which accommodates a large number of moorings.

The area between the mouth of the Lane Cove River and the Harbour Bridge is mainly utilised by the navy (HMAS Waterhen facility at Waverton) and a number of commercial marinas.

Inner Harbour

Inner Harbour is a particularly popular and congested part of the waterway. Recreational activities include:

- Pleasure craft and cruising around iconic landmarks of Sydney including the Opera House and the Harbour Bridge;
- Limited power boating in the vicinity of the Harbour Bridge, Sydney Cove and the Opera House due to the designated 15 knot zone;
- Dragon boating in Blackwattle Bay; and
- Cruising during major events such as the New Year's Eve fireworks display and the annual Australia Day celebrations held on 26th of January.

In addition to these recreational activities, the Inner Sydney Harbour also accommodates a number of commercial activities. Circular Quay and King Street Wharf at Darling Harbour are the major ferry hubs; Circular Quay has vessel access restrictions. A number of private ferries, water taxis, commercial adventure vessel operations, cruise ships and other commercial vessels using a variety of landing and berthing facilities.

The Overseas Passenger Terminal serves the cruise ship industry, particularly for large international cruise ships that are unable to fit under the Harbour Bridge. The Port Authority of NSW (formerly Sydney Ports Corporation in Sydney Harbour) is responsible for managing navigation, security and safety needs of seagoing commercial shipping and the protection of the port's infrastructure and environment.

3.1 Analysis of existing user data

3.1.1 Licence data analysis

There are approximately 52,000 boat licence holders in the Sydney Harbour Region. This represents approximately 9.6% of all boat licence holders in NSW.

The majority of licence holders in the region carry a General Boat Licence. Although there is a PWC ban across the region, there are approximately 13% of holders licensed to operate PWCs. This contribution from PWCs is slightly greater than the State average.

The 2011 census (between 2006 and 2011) of the LGAs that surround Sydney Harbour has revealed the Sydney Catchment (the 13 LGAs listed in Section 0) had a collective population of 934,828 and experienced a population growth of 8.7%.

The population growth of Sydney Catchment is above both the national average growth of 8.32% and the NSW average of 5.63%. Significant areas of growth were Auburn, Canada Bay and Parramatta which are all on the banks of the Parramatta River.

3.1.2 Registration data analysis

There are currently approximately 20,000 registered recreational vessels in the Sydney Harbour region. This represents approximately 8% of all registered vessels in NSW. This figure is less than the proportion of State-wide registrations in the region. It is important to note that there are many smaller boats that may not require registration to use the waterways. A considerable proportion (approximately 60%) of vessels are between 2 and 6 m in length which are defined as trailerable. This has a strong influence on the boating access and storage requirements in the region, with a strong demand for other boat ramps and trailer parking. The average vessel length in the region is 6.6m and 14% of all vessels in the region are greater than 10 m which also places a strong demand for on-water storage.

Open runabouts dominate, accounting for 44% of all registered vessels. Yachts, cabin runabouts and motor cruisers are popular in this region, each comprising of more than 10% of all vessels. Inflatables, PWCs, punts and powered catamarans have a modest presence on the region's waterways.

3.1.3 Other users

While the above data provides information on licence holders and vessels registered in the Sydney Harbour region, it does not capture vessels from other regions, in particular from the surrounding Botany Bay, Georges River, Port Hacking Region and the Hawkesbury River, Pittwater and Brisbane Water Region. This can significantly add to the local demand at certain times of the year. It should also be noted that a proportion of Sydney residents also travel north/south to alternate boating destinations during the holiday periods.

Roads and Maritime's licence and registration data does not capture non-powered craft numbers such as kayaks, canoes, beach-launch sail craft which do not require registration. Based on the estimated total number of these vessel types in NSW, it is likely that in the Sydney Harbour region these numbers may be significant.

In recent years the boating and commercial sectors have estimated that over one million people use boats as a form of recreation on the harbour. Additionally approximately 15 million passengers used ferry service across Sydney Harbour and the rivers in 2011-12.

3.1.4 Future demand

In 2010, the then NSW Maritime released a report titled *NSW Boat Ownership and Storage Growth Forecasts to 2026*. The report forecast a continuing growth trend in vessel ownership of 2.9% annually across NSW.

The report noted that while the Sydney Harbour region was home to 8% of the State's boats, it had more large boats (relatively) than the other regions with close to 40% of its boats falling in the 6 m and above category. Sydney Harbour was also identified as having one of the largest number of boats per square kilometre as well as the lowest number of boats per person throughout the State.

Further to the 2010 report, in February 2014 the MMC released the *Sydney Harbour Boat Storage Strategy* which provided an update on forecast growth in Sydney. Further details about the *Sydney Harbour Boat Storage Strategy* are discussed below in Chapter 6.



4. Safety

Key findings

- Stakeholder consultation suggests high levels of satisfaction with current boating safety measures in the region.
- Analysis of safety data demonstrates that a considerable portion of infringements are by boaters speeding and not carrying the necessary safety equipment such as lifejackets.
- Stakeholder feedback suggests that the large contingent of motorised vessels over 6 m regularly create excessive wash without consideration for other waterway users.
- Less experienced people in non-powered craft, often lack knowledge in regards to on-water regulations and protocols.
- Stakeholder feedback suggests that signage and navigation aids are generally good in the region however; improvements could still be made to enhance the overall boating experience.

Actions

Refer to *Sydney Harbour and its Tributaries Boating Safety Plan*

Sydney Harbour and its Tributaries Boating Safety Plan

Following extensive public consultation, the MMC published the *Sydney Harbour and its Tributaries Boating Safety Plan* (Boating Safety Plan) in August 2014. The purpose of the Boating Safety Plan is to underpin the development and implementation of a range of initiatives which aim to address navigation safety issues specific to the waterway. Issues that are identified in the Boating Safety Plan include user behaviour and compliance and enforcement across the region, as well as detailed analysis on campaigns, complaints, infringements and incidents not covered in this plan.

In response to the issues raised in the Boating Safety Plan, the MMC and Roads and Maritime have developed and are progressively delivering targeted local education and compliance campaigns to educate boaters on safe boating practices. This Regional Plan should be read in partnership with the Boating Safety Plan.

The Sydney Harbour and its Tributaries Boating Safety Plan can be viewed and downloaded at <http://www.transport.nsw.gov.au/mmc>

4.1 Overview of existing safety activities

The MMC has led a campaign with Roads and Maritime to promote the wearing of lifejackets, especially in small vessels. The campaign is a response to the fact that 9 out of 10 people, who drown when boating, are not wearing a lifejacket.

The campaign has been the most comprehensive, targeted program on boating safety in NSW history. It included an extensive and targeted advertising campaign, an innovative mobile lifejacket promotional van which took the safety message to the boating public State-wide (including visits to the Sydney Harbour region), a zero tolerance on-water compliance approach and a host of supporting activities.

Roads and Maritime is responsible for the operational delivery of marine safety in NSW, including the operational aspects of the regulation of recreational and commercial boating activity throughout the State. The enforcement role is chiefly performed by BSOs who conduct regular on-water patrols and inspections throughout the Sydney Harbour waterways to provide boating safety education and ensure compliance with safety requirements (such as lifejackets), speed, wash, distance off, aquatic licences, commercial operations and mooring requirements.

Roads and Maritime also operate a Mobile Safety Education and Compliance Team which is a team of specialist BSOs who can be deployed throughout NSW.

The BSOs work in close partnership with the local NSW Police Force (both general duties police and the local Marine Area Command), often conducting joint patrols, although police officers are solely responsible for conducting random breath testing on NSW navigable waters.

BSOs also work in partnership with officers of the Department of Primary Industries (Fisheries) and National Parks' rangers in relation to matters of common interest. In addition to the BSOs, the Port Authority of NSW operates a Vessel Traffic Service (VTS) which monitors the movement of vessels 30m or more in length within the VTS area in Sydney Harbour to improve the safe and efficient movement of vessels and protect the ports environment and infrastructure from possible adverse effects.

In addition to State-wide regulatory requirements and boating safety campaigns, specific boating safety restrictions that apply in the Sydney Harbour region are shown on the map included in Appendix A and online at <http://www.rms.nsw.gov.au/maritime/using-waterways/maps/boating-maps.html>. These are summarised as follows:

- Speed restrictions such as:
 - 4 knot zones, specifically at:
 - Darling Harbour;
 - Blackwattle Bay and Rozelle Bay;
 - Iron Cove;
 - Exile Bay;
 - Burns Bay;
 - Upstream of Fig Tree Bridge on Lane Cove River;
 - Around the Spit Bridge;
 - Folly Point;
 - Bantry Bay;
 - Echo Point (around Roseville Bridge);
 - Parts of North Harbour;

- Spring Cove and Little Manly Cove;
- Around Fairmile Cove (close to the Ferry crossing); and
- Camp Cove.
- 7 knot zone upstream of Silverwater Bridge on the Parramatta River for authorised commercial vessels;
- 8 knot zones at Circular Quay and Overseas Passenger Terminal, White Bay, parts of Darling Harbour, Chinamans Beach and Killarney Point; and
- 15 knot zone around the Sydney Harbour Bridge.
- “no wash” and “no towing” zones; and
- restriction on the use of PWCs.

Further controls exist in the International Regulations for Preventing Collisions at Sea which are observed in NSW and include, but are not limited to, the following:

- The skipper (master of the vessel) is responsible for the safety of the vessel and all people on board;
- The skipper must always:
 - keep to a safe speed for the conditions (eg., slower speeds at times of reduced visibility, rough water, congested waterway);
 - keep a proper lookout;
 - be prepared to take action to avoid a collision; and
 - display appropriate navigation lights at night.

In addition, there are also a number of general “distance off” restrictions which apply on all NSW waters – for example, vessels travelling at 10 knots or more must remain at least 60 m from people in the water and 30 m from structures, shorelines and other powered vessels. Where it is not possible to maintain the specified distances, a “safe distance” should be maintained. This is the distance which will ensure that a vessel will not endanger or injure people or damage property, having regard to relevant factors such as prevailing weather conditions, visibility, speed and any obstructions.

4.2 Key findings

Boaters in the Sydney Harbour region generally have a high level of satisfaction with current boating safety. However, analysis of complaints, infringements and incidents data suggests that, as busy waterways with multiple types of users, Roads and Maritime must continue to actively manage safety on the waterways through its compliance activities and education campaigns. This waterway also services a considerable number of ferries and commercial services. Some stakeholders provided positive feedback on the prohibition of the use of PWCs in Sydney Harbour commenting that the preventative measures have increased safety on the waterway for the many user groups.

This region has a large proportion of vessels over 6m compared to the other regions. The region also services a large variety of waterway users from large motor cruisers and sailing vessels (both visiting and local), smaller sailing vessels (yachts and dinghies), non-powered craft, stand-up paddle boards (SUPs) and swimmers. It was identified, through analysis and stakeholder consultation, that some operators of motorised crafts do not observe appropriate distance off. However, people in non-powered craft, particularly the less experienced users, are perceived to have a lack knowledge regarding on-water regulations and protocols. As a result, on occasions people in non-powered craft are seen paddling on busy navigation channels utilised by commuter ferries, other commercial vessels and large recreational boats instead of staying on the less congested fringes of these channels. Examples of such locations include the channel between Clontarf Reserve and The Spit, as well as Manly Cove. Feedback was also received in regards to the inconsistencies in the safety interventions and requirements for people in non-powered craft. For example, sailboarders and kite surfers are restricted to operate within specific bays and channels. Similar restrictions, however, do not apply to kayakers/canoeists and SUPs in Sydney Harbour.

It is also clear that there are areas of dissatisfaction where improvements to the boating experience can be made. Various stakeholders including sporting clubs provided feedback regarding the generation of excessive wash particularly by larger vessels along with vessels not complying with speed and wash regulations. This was identified to be of specific concern in areas such as Abbotsford Point, Balmain and the channel between Cockatoo Island and Birchgrove. Excessive wash has also been highlighted as an issue during competitions and events including club sailing regattas and races.

Whilst, generally, navigation aids in the region were considered to be satisfactory, the boating experience could be enhanced through their ongoing maintenance and upgrades. Signage, especially regarding wash and speed restrictions, are sometimes unclear due to the extensive distances from navigation channels to land.



5. Access

Key findings

- Since 2009/10 approximately \$9.9 million has been provided to support boating access improvements in the Sydney Harbour region.
- Given the large population, there are a relatively limited number of boat ramps in the region. However there are a reasonable number of other waterway access points such as wharves and jetties.
- Access infrastructure facilities at most locations do not meet demand during peak periods and generally have insufficient parking facilities.
- More can be done to improve the condition of some of the region's boating infrastructure.
- Lack of access facilities to utilise popular land based destinations was identified as a limit to recreational boating.

Actions

- Work with councils and other partners on options to improve the capacity, condition and amenity of existing access facilities in the region**
- Identify strategic locations for new boating access infrastructure on Sydney Harbour, specifically reviewing opportunities at Glebe Island/White Bay**
- Work with councils and other partners on options to increase the capacity of car and trailer parking at boat ramps region-wide**
- Investigate opportunities to increase temporary access at popular recreational boating destinations, including opportunities to improve and promote access to certain ferry wharves.**

5.1 Overview of existing access facilities

Vessels access the waterways of the Sydney Harbour region in several ways including boat ramps, private and commercial moorings, marina berths and club or private landing facilities. Trailered vessels are the most common type of vessel in the region and can be launched and retrieved at public boat ramps, some of which have facilities such as trailer parking, fish cleaning tables and toilets. This region also has a significant proportion of larger vessels compared to other regions. Public wharves and jetties are also located on the region's waterways and provide alternate access to recreational and commercial vessels. Formal and informal dinghy storage facilities exist and are used to access moored vessels. Waterfront landowners can also gain direct access to the waterway through private landing facilities.

There is also informal access for smaller vessels (including canoes and kayaks) from a number of public reserves and beaches.

Boat ramps

There are approximately 16 formalised boat ramps.

- Location:
 - ten of these ramps are located on the Parramatta River;
 - two are in Middle Harbour;
 - two are located on the Lane Cove River;
 - one is in North Harbour; and
 - one is in Outer Sydney Harbour.
- Material:
 - 15 of these are made of concrete;
 - The remaining ramp is the skiff ramp for public access at Longueville.

Public jetties, wharves and pontoons

Further analysis of the region's infrastructure found that there are 137 public access points including wharves, jetties, pontoons and landings.

- Location:
 - 47 are located on the Parramatta River;
 - 39 are in Inner Sydney Harbour;
 - 26 are in Outer Sydney Harbour;
 - 15 are in Middle Harbour;
 - seven are on the Lane Cove River; and
 - three are in North Harbour.

Courtesy moorings

Current courtesy moorings include:

- Eight in Bantry Bay;
- Five in Athol Bay;
- Four in Castle Cove/Crag Cove;
- Three on the eastern foreshore opposite Clontarf;
- Two to the west of the Spit Bridge near Pearl Bay;
- Two to the east of the Spit Bridge near Fisher Bay; and
- Two in Hen and Chicken Bay near Cabarita.

In addition, emergency moorings are provided at 23 locations.

Figure 3 – Example access facilities within the region



Boat Ramp and Pontoon at Rhodes



Margaret Street Boat Ramp and Pontoon



Homebush Bay Armoury



Davidson Park Boat Ramp and Pontoons

5.1.1 Better Boating Program grants

Through the Better Boating Program, Roads and Maritime has provided grants totalling over \$9.9 million for 110 projects in the Sydney Harbour region between 2009/10 and 2013/14. A selection of these can be seen in Figure with all projects listed in Table 1 below. It is important to note that the total cost of the projects is not depicted in this table. For total cost of the projects refer to <http://www.rms.nsw.gov.au/projects/key-build-program/better-boating-program/index.html>.

Table 1 – List of grants provided to Sydney Harbour region through the BBP projects

Recipient	Project	Final Grant
Auburn Council	Landing Jetty at Silverwater Park Boat Ramp, Parramatta River (Additional Funding)	\$38,477
Bailey's Marine Fuels Australia	Sewage Pumpout Facility at White Bay 6, Balmain	\$84,250
Balmain Sailing Club	Access Project Balmain Sailing Club	\$6,050
Balmain Sailing Club	Balmain Sailing Club Pontoon Facility and Access Upgrade, Balmain	\$150,000*
City of Canada Bay Council	Bayview Park Boat Ramp Upgrade & New Pontoon, Concord (Construction)	\$242,082
City of Canada Bay Council	Bayview Park Boat Ramp Upgrade, Concord (Beach Regeneration)	\$8,675*
City of Canada Bay Council	Blaxland Road Boat Ramp Facility Improvement (Boat Ramp & Pontoon), Rhodes - Additional Funding	\$280,000
City of Canada Bay Council	Blaxland Road Boat Ramp Facility Improvement (Boat Ramp & Pontoon),	\$350,000

Recipient	Project	Final Grant
	Rhodes - Additional Funding	
City of Canada Bay Council	Blaxland Road Boat Ramp Facility Improvement (Boat Ramp & Pontoon), Rhodes - Additional Funding	\$96,853
City of Canada Bay Council	Blaxland Road Boat Ramp Facility Improvement (Car/Trailer Parking), Rhodes	\$274,859
City of Canada Bay Council	City of Canada Bay Dinghy Storage Plan of Management	\$20,000*
City of Canada Bay Council	Taplin Park Boat Ramp Parking Upgrade, Drummoynes (Additional Funding)	\$796,699
City of Canada Bay Council	Thompson Street Wharf Feasibility Study	\$15,000
City of Ryde Council	Tennyson Park Dinghy Storage Facility, Tennyson Point*	\$8,000
City of Ryde Council & Parramatta City Council	Wharf Road Boat Facilities Improvement, Ermington (Additional Funding)	\$137,500
City of Sydney Council	Glebe Foreshore Upgrade - Stage 5, Glebe	\$50,000
Concord & Ryde Sailing Club	Restoration of Soft Water Access at Bennelong Park, Putney (Investigation Study)	\$10,000*
Dobroyd Aquatic Club	Dobroyd Aquatic Club Replacement Pontoon, Rodd Point	\$36,906
Glebe Rowing Club Inc.	Glebe Rowing Club Pontoon, Blackwattle Bay	\$132,790
Hunters Hill Council	Dinghy Racks at Murray Prior Reserve, Hunters Hill	\$20,492
Hunters Hill Council	Margaret Street Boat Ramp Upgrade, Woolwich (Investigation - Additional Funding)	\$43,576
Hunters Hill Council	Margaret Street Boat Ramp Upgrade, Woolwich (Construction)	\$384,000
Hunters Hill Council	Margaret Street Boat Ramp Carpark Upgrade, Woolwich (Additional Funding)	\$350,000
Hunters Hill Council	Margaret Street Boat Ramp Carpark Upgrade, Woolwich (Additional Funding)	\$245,000
Hunters Hill Sailing Club	Hunters Hill Sailing Club Floating Pontoon, Woolwich	\$93,538
Lane Cove Council	Burns Bay Boat Ramp Upgrade, Riverview	\$193,300
Lane Cove Council	Burns Bay Boat Ramp Upgrade, Riverview (Additional Funding)	\$155,000
Lane Cove Council	Burns Bay Boat Ramp New Pontoon, Riverview	\$150,000*
Lane Cove Council	Woodford Bay Dinghy Storage (Planning & Design), Longueville	\$10,000
Leichhardt Council	Cove Street Wharf Dinghy Storage, Birchgrove (additional storage racks)	\$12,550
Leichhardt Council	Fitzroy Park Dinghy Storage, Birchgrove	\$8,125
Leichhardt Council	King George Park Dinghy Storage, Rozelle	\$12,278
Leichhardt Council	King George Park Pontoon, Rozelle	\$52,500
Leichhardt Council	King George Park Pontoon, Rozelle (Additional Funding)	\$61,667
Leichhardt Council	Leichhardt Park - Foreshore Access Steps &	\$17,805

Recipient	Project	Final Grant
	Dinghy Storage Facility	
Leichhardt Council	Mort Bay Park Dinghy Storage, Balmain	\$4,500
Leichhardt Council	Propeller Park Dinghy Launching Ramp, Balmain	\$15,000
Manly Council	Clontarf Reserve Public Jetty & Pontoon, Clontarf*	\$90,000
Manly Council	Pickering Point Public Pontoon and Jetty, Seaforth	\$89,496
Manly Council	Sandy Bay Reserve Dinghy Storage Facility, Clontarf	\$12,500
Middle Harbour Amateur Sailing Club	MHASC Car Park Refurbishment, The Spit	\$7,000
Middle Harbour Yacht Club	Middle Harbour Yacht Club New Public Sewage Pump-out Facility, The Spit	\$23,153
Mosman Municipal Council	Rehabilitation of Clifton Gardens Jetty, Mosman (Additional Funding 1)	\$85,405
Mosman Municipal Council	Rehabilitation of Clifton Gardens Jetty, Mosman (Additional Funding 2)	\$117,075
Mosman Municipal Council	Rehabilitation of Clifton Gardens Jetty, Mosman (Additional Funding 3)	\$66,024
Mosman Municipal Council	Repairs to Balmoral Jetty and Inkerman Street Jetty, Mosman	\$28,618
Mosman Rowing Club	Pearl Bay Pontoon, Mosman	\$105,100
Mosman Rowing Club	Pearl Bay Pontoon, Mosman (Additional Funding)	\$29,900
North Sydney Council	Berry Island Reserve Dinghy Storage and Water Access Upgrade, Wollstonecraft	\$20,397
North Sydney Council	Folly Point Reserve Foreshore Access and Dinghy Storage, Cammeray (Additional Funding)	\$62,000
North Sydney Council	Tunks Park Boat Ramp Floating Pontoon, Cammeray (Construction)	\$295,780
North Sydney Council	Tunks Park Boat Ramp Floating Pontoon, Cammeray (Additional Funding)	\$43,143
National Parks & Wildlife Service	Bantry Bay Jetty Repairs	\$24,300
National Parks & Wildlife Service	Davidson Park Boat Ramp Facilities Improvement, Killarney Heights (Stage 1B - Boat Ramp & Pontoons)	\$525,540
National Parks & Wildlife Service	Davidson Park Boat Ramp Facilities Improvement, Killarney Heights (Stage 1B - Boat Ramp & Pontoons) - Additional Funding	\$563,407
National Parks & Wildlife Service	Davidson Park Boat Ramp Facility Upgrade, Killarney Heights (Stage 2 - Carpark)	\$400,000
National Parks & Wildlife Service	Davidson Park Boat Ramp Facility Upgrade, Killarney Heights (Stage 2 - Carpark) - Additional Funding	\$300,000
National Parks & Wildlife Service	Davidson Park Boat Ramp Facility Upgrade, Killarney Heights (Stage 2 - Carpark) - Additional Funding	\$273,000

Recipient	Project	Final Grant
National Parks & Wildlife Service	Heritage Foreshore Trail & Hermit Point Upgrades - Stage 1 (Jetty Upgrade)	\$26,500
Parramatta City Council	Lake Parramatta Reserve Education & Water Access Precinct Upgrade, North Parramatta	\$100,000
Parramatta City Council	Wharf Road Boat Ramp Facilities Improvement, Ermington	\$298,575
Willoughby City Council & Lane Cove River Kayakers	Extension of Rotary Centenary Pontoon, Lane Cove River	\$18,418
Woollahra Council	Lyne Park Boating Access Options Study	\$25,200
Woollahra Council	Lyne Park Boat Ramp Improvements, Rose Bay (Design)	\$72,066
Woollahra Council	Lyne Park Boat Ramp Improvements, Rose Bay (Boat Ramp & Pontoons)	\$350,000
Woollahra Council	Lyne Park Boat Ramp Improvements, Rose Bay (Boat Ramp & Pontoons) - Additional Funding	\$800,000
Woollahra Council	Lyne Park Boat Ramp Improvements, Rose Bay (Boat Ramp & Pontoons) - Additional Funding	\$76,361
Woollahra Council	Lyne Park Boat Ramp Improvements, Rose Bay (Carpark)	\$378,850
Woollahra Council	Steyne Park Dinghy Storage, Double Bay	\$10,127
	TOTAL	\$9,908,748

* denotes Active projects as of 11/11/2014

Figure 4 – Completed BBP projects examples within the region



Taplin Park Boat Ramp, Drummoyne



Leichardt Park Pontoon



Shepherds Bay Wharf, Meadowbank



Mosman Rowers Pontoon

5.2 Key findings

As evident from Section 5.1 above, the Sydney Harbour region has a limited number of boat ramps; however the region has numerous other access points such as wharves and jetties.

Over the last few years this region has benefited significantly from the BBP, which has seen approximately \$9.9 million of funding for infrastructure upgrades. However, consultation feedback suggests a lack of capacity at most access points to accommodate demand at peak times and to keep pace with the expected growth in boat ownership over the next decade.

Stakeholders including councils have highlighted the need for new access points particularly in proximity to or east of the Harbour Bridge. With the scarcity and value of foreshore space there are limited opportunities for such developments. The Government is currently working on projects such as the Bays Precinct Urban Transformation Program and the Urban Activation Precinct for Wentworth Point. It is important that these projects consider the provision of access and storage for recreational boating where possible.

Stakeholder feedback suggested that boating access could be enhanced by making some of the ferry wharves across the harbour more accessible for use by recreational vessels. Analysis indicates that short-term parking arrangements at many wharves tend to compliment demand from different users. During weekdays, the parking at these facilities is typically occupied by ferry commuters, whilst during weekends recreational users tend to utilise the parking.

Conversely, at some access points, particularly boat ramps, such as at Rose Bay, Five Dock Bay and Little Manly Cove, there is inadequate trailer parking facilities to cater for recreational boaters. As well as restrictions with parking capacity, further limitations such as time restrictions and cost further decrease parking availability for recreational boating.

Owing to the BBP upgrades and council maintenance, the existing boat ramps were observed to be in a serviceable condition.

Rowing and dragon boating associations highlighted the need to support current facilities and identify new opportunities for storage and access in the region including opportunities for shared locations where possible.

The Sydney Harbour Boating Destinations Plan launched by NSW Government in November 2013 has increased the number of services and amenities available to the general boating public on Sydney Harbour (<http://www.rms.nsw.gov.au/maritime/using-waterways/boating-destinations-plan/index.html>). As part of this plan, numerous commercial marinas have provided access to facilities such as water, fuel, toilets, sewage pump-out and other services.

Some other popular locations, however, generally lack appropriate foreshore access options to enhance and promote recreational boating use. Locations such as Darling Harbour and the Fish Markets currently offer public short-term berthing for recreational vessels, allowing boaters to moor temporarily to access the land facilities. Stakeholder feedback suggests that there are a range of other locations that provide both natural and commercial amenities that would benefit from increased access options. Congestion at these locations as well as utilisation of on-land facilities could be enhanced by increasing and formalising access options.



6. Storage

Key findings

- Achieving the growth targets identified in the *Sydney Harbour Boat Storage Strategy* requires ongoing collaboration between Government and industry as well as innovative infrastructure solutions and policy reforms.

Actions

- e. Continue to work towards the growth targets identified in the Sydney Harbour Boat Storage Strategy**
- f. Develop a campaign targeted at reducing “mooring minders” to help reduce waiting lists**
- g. Explore the feasibility and benefits of alternate on-water storage methods that increase capacity while minimising the overall impact of boat storage**
- h. Introduce short term measures to better manage the problems caused by vessels stored on trailers in residential streets in many waterside suburbs around Sydney Harbour**

Sydney Harbour Boat Storage Strategy

In February 2014 the MMC released the *Sydney Harbour Boat Storage Strategy*. The Strategy seeks to identify the optimal mix of growth across the various forms of boat storage that will be required to accommodate the estimated 5,000 additional vessels will be on the harbour by 2021. The Strategy was developed following public consultation on a draft version released in 2013. A full copy of the strategy is at:

<http://www.transport.nsw.gov.au/content/sydney-harbour-boat-storage-strategy>

The targets identified in the Strategy are not intended to limit growth in any category, but have been developed as a means of achieving a common understanding among stakeholders and the community on the expansion required in each boat storage category, to deliver the best outcomes.

The Strategy notes the need for growth across all forms of boat storage but highlights, in particular, the need for dry boat storage options around the harbour. The need for measures to address the increasing incidence of long-term parking of boat trailers on suburban streets in waterside suburbs was also raised as a key action.

During consultations, industry highlighted that complexities imposed by the current planning controls on the Harbour represents the biggest challenge to meeting the storage targets.

Figure 5 – Examples of existing types of on-water storage



Marina berths at Woolwich



Marina berths at Rose Bay and Point Piper



Marina berths at Gladesville Bridge



Swing moorings in Rose Bay



Hardstand storage at Woollahra Sailing Club



Marina berths Pulpit Point



An array of on-water storage options at Sailors Bay:

- fore and aft commercial moorings
- marina berths at both Castlecrag boatshed (top right) and Northbridge Marina (top left)
- swing moorings interspersed



Hardstand storage at Kirribilli

6.1 Key findings

Progress has already been made towards achieving the growth targets identified in the *Sydney Harbour Boat Storage Strategy* through the construction of new dry-stack storage facilities around the harbour over the past 12 months, including in Rozelle Bay, White Bay and Cockatoo Island. Additional dry-stack capacity is being planned as part of developments in Berrys Bay and Wentworth Point.

There are a number of challenges involved in achieving the growth targets for on-water storage, in particular the targets to increase mooring numbers by 300 and to increase marina berths by 600 to 800. New policy approaches and innovative infrastructure solutions will be required if these targets are to be met.

Consultation feedback also identified a number of storage needs for non-powered craft. For example, numerous sailing stakeholders highlighted increasing demand for minimal space to store sailing dinghies, especially those smaller clubs holding major sailing events such as Woollahra Sailing Club east and Drummoyne Sailing Club west of the bridge. Whilst these clubs operate as commercial licenses, the feedback highlighted the need for funding to support increased storage and access due to the importance of sailing generally and the events to the region.

Due to the growing popularity as well as competing uses for foreshore space, feedback from rowing and dragon boating associations highlighted the need to provide support for current facilities as well as to identify new opportunities for storage and access in the region and where possible determining any shared locations for future development. Similarly, kayak, and canoe usage continues to grow. While there is some formalised storage such as at public storage racks and commercial marinas, there is a need for more storage options.

Consultation feedback also highlights the increasing concern from residents in many waterside suburbs about the impact of boat trailers being left parked on residential streets for lengthy periods of time. Achieving the targets in the *Sydney Harbour Boat Storage Strategy* should help provide alternative storage options in the longer term that will help reduce the number of boats being stored on residential streets.

In 2013, MMC released a report from a Boat Trailer Working Group established to investigate options to better manage long-term boat trailer parking. The report (<http://www.transport.nsw.gov.au/publications-reports/boat-trailer-working-group-report>) highlights a number of opportunities to reduce the incidence of long-term boat trailer parking on residential streets. Following consideration of public feedback on the options identified in a package of new measures was announced by the Minister for Roads and Freight on 18 November 2014 including:

- \$5 million to be made available to work with councils and other organisations to help establish dedicated off-street boat trailer parking facilities;
- Introducing legislative amendments to allow councils to take impoundment action against boat trailers that are left in the same spot on local roads for more than three months;
- Authorising councils to issue fines for unregistered trailers parked on local roads; and
- Giving councils the flexibility to decide whether to issue parking permits to boat trailers owned by local residents as part of local parking permit schemes.

Figure 6 – Examples of existing boat storage issues



Private and commercial moorings in Middle Harbour at Willoughby and Long Bays



Informal dinghies in Sydney Harbour



Alternative mooring system



Moorings in Mosman Bay, shell Cove, Careening Cove and Neutral Bay



7. Feedback on Consultation Draft

7.1 Feedback Summary

Few submissions were received from the general public but the feedback received from Councils, sporting groups and industry was supportive of the Key Findings and Actions contained in the Consultation Draft.

7.1.1 Safety

There was limited feedback on safety issues due to the relatively recent public consultation process undertaken in developing the *Sydney Harbour and its Tributaries Boating Safety Plan*. Some submissions noted concerns about the impact of wash from large vessels on smaller and non-powered vessels. The *Sydney Harbour and its Tributaries Boating Safety Plan* includes actions and strategies to respond to these concerns.

7.1.2 Access

There was strong support for the Actions designed to increase boating access in Sydney Harbour, although some Councils raised concerns about providing any new locations for access infrastructure around the harbour both from an environmental and social impact in terms of consuming public foreshore space. The majority of projects identified to receive funding support in Chapter 8 involve upgrades and enhancements to existing infrastructure around the harbour to improve accessibility for recreational boaters.

The importance of maintaining access for community based groups and sporting clubs was noted in several responses. It was also suggested that the Regional Boating Plan should include support for projects that improve access along the Parramatta River for non-boaters, such as pedestrian pathways and cycleways. However, this is outside the scope of the NSW Boating Now program which is focussed on improving the boating experience across NSW.

National Parks and Wildlife Services and the Sydney Harbour Federation Trust have both sought funding assistance to upgrade wharves that they own on the harbour islands and other popular destinations. Both agencies have indicated that the proposed projects will include making the wharves more accessible to recreational boaters. Proposed locations include Goat Island, Shark Island, Rodd Island, Fort Denison, Clark Island, Cockatoo Island, Chowder Bay and the former HMAS Platypus site at Neutral Bay.

7.1.3 Storage

The feedback received on storage issues was consistent with stakeholder feedback received as part of the development of the *Sydney Harbour Boat Storage Strategy* with general support for

taking a more strategic approach to better manage the increasing demand for boat storage, including increasing the amount of dry storage. A number of Councils also reiterated their previous support for the Government to take action to address the growing complaints received from residents in waterside suburbs about the impact of long-term parking of boat trailers.

While there was little feedback on the proposed Actions in the Consultation Draft regarding moorings, submissions received in response to the *Moorings Review Issues Paper* indicated strong support for taking action to reduce the number of “mooring minders” on Sydney Harbour and for exploring alternate forms of on-water boat storage. Specific suggestions were received about the need to review the placement of moorings in some areas to minimise navigational impacts. The impact of so called “moorings creep” on sailing activities in the vicinity of Cockatoo Island was cited as a particular example.

7.1.4 Other issues

The impact of vessel wash on the riverbanks of the Parramatta River, including the impact on infrastructure along the river, was noted as a significant issue by some Councils. Reference was made to the Parramatta River Coastal Zone Management Plan 2013 which highlights the community’s views about the negative impact of wash, particularly the wash generated by the fleet of RiverCats providing ferry services as part of the Sydney Ferries network currently operated by Harbour City Ferries.

Measures to address concerns about excessive wash are identified in the *Sydney Harbour and its Tributaries Boating Safety Plan*. While it is beyond the scope of the NSW Boating Now program to make changes to the current ferry fleet, the list of Priority Regional Projects in Chapter 8 does include funding support to investigate infrastructure solutions for improving non-powered vessel access from Bennelong Park, Putney, adjacent to the Concord Ryde Sailing Club.



8. Delivery Program

8.1 Summary

Table 3 provides a summary of how the actions identified in the Regional Boating Plan will be delivered across the three categories of safety, access and storage. A progress report on the Delivery Program will be published annually.

8.2 NSW Boating Now Funding

\$650,000 in NSW Boating Now funding has been allocated to support delivery of the following 8 infrastructure projects identified in Table 2 as being a priority for delivery over the next three years.

The total Regional allocation is based on estimated projects costs and the proposed financial contributions from Council and other delivery partners for individual projects. The total Regional allocation may be subject to variation following further negotiations with delivery partners to confirm project scope, design, timeframes, funding contributions and the most efficient project delivery method.

The projects are included as part of *NSW Boating Statement* which includes a total funding commitment of over \$33 million to support the delivery of Priority Regional Projects across NSW. The *NSW Boating Statement* can be downloaded at www.transport.nsw.gov.au/mmc. It includes the full list of Priority Regional Projects for each Region and details on how the Priority Regional Projects were identified.

The *NSW Boating Statement* includes a summary of the categories of funding to be made available over the five years of the NSW Boating Now program, including at least \$10 million to be made available in 2017/18 and 2018/19 to support the delivery of a second round of infrastructure projects. Other funding categories include:

- \$10 million to support the delivery of Major Projects that provide benefits to boaters in more than one region including:
 - Measures to address concerns about the impact of boating on riverbanks
 - Boat storage strategies and pilot projects
 - Establishing slipway facilities in strategic locations
 - Measures to reduce the number of “mooring minders”.
- \$5 million to support the delivery of dedicated off-street boat trailer parking facilities

- \$5 million to be assist with emergency repairs to boating infrastructure, particularly after flood or storm events.

Table 2 – Priority Regional Projects

1. Investigate dinghy storage locations in North Harbour
2. Improve off-water boat storage at Little Manly
3. Provide additional amenities at existing jetties at Pickering Point and Seaforth
4. Investigate opportunities to provide additional access points on the Willoughby side of Middle Harbour
5. Investigate upgrade of boating access facilities at Thompson Street Jetty, Iron Cove
6. Investigate options for improving non-powered vessel access from Bennelong Park, Putney
7. Investigate options to improve non-powered vessel access into Rose Bay
8. Investigate improvement to non-powered vessel access at Milson Park, Kirribilli

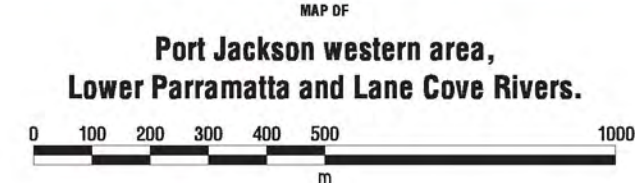
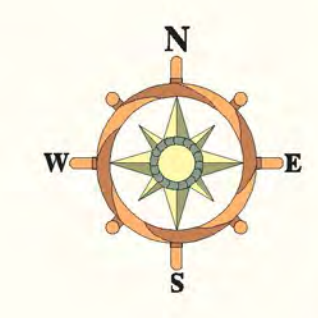
Table 3 – Implementation of Boating Safety, Access and Storage Actions

	Action	Delivery
Safety	The Sydney Harbour and its Tributaries Boating Safety Plan, which was released in August 2014, looked specifically at boating safety issues on Sydney Harbour. In response to the issues raised in the Boating Safety Plan, the MMC and Roads and Maritime have developed and are progressively delivering targeted local education and compliance campaigns to educate boaters on safe boating practices.	
Access	Work with councils and other partners on options to improve the capacity, condition and amenity of existing access facilities in the region	\$650,000 in NSW Boating Now funds have been allocated to support the delivery of the 8 Priority Regional Projects listed in Table 2.
	Work with councils and other partners on options to increase the capacity of car and trailer parking at boat ramps region-wide	
	Investigate opportunities to increase temporary access at popular recreational boating destinations, including opportunities to improve and promote access to certain ferry wharves.	Roads and Maritime is currently working on the installation of new courtesy moorings at popular destinations across Sydney Harbour. MMC and Roads and Maritime will also work with National Parks and Wildlife (NPWS) Services and the Sydney Harbour Federation Trust (SHFT) to explore opportunities to upgrade wharves owned by NPWS and SHFT on harbour islands and other popular destinations. Funding assistance would be conditional on the projects providing improved access for recreational boaters.
	Identify strategic locations for new boating access infrastructure on Sydney Harbour, specifically reviewing opportunities at Glebe Island/White Bay	Opportunities have been identified to provide new access points at Middle Harbour (Project 4) and in Iron Cove (Project 5).
Storage	Continue to work towards the growth targets identified in the Sydney Harbour Boat Storage Strategy	MMC and Roads and Maritime will continue to identify opportunities to help facilitate the growth targets identified in the Sydney Harbour Boat Storage Strategy. MMC has established a Joint Expert Maritime Working Group consisting of relevant Government agencies and industry

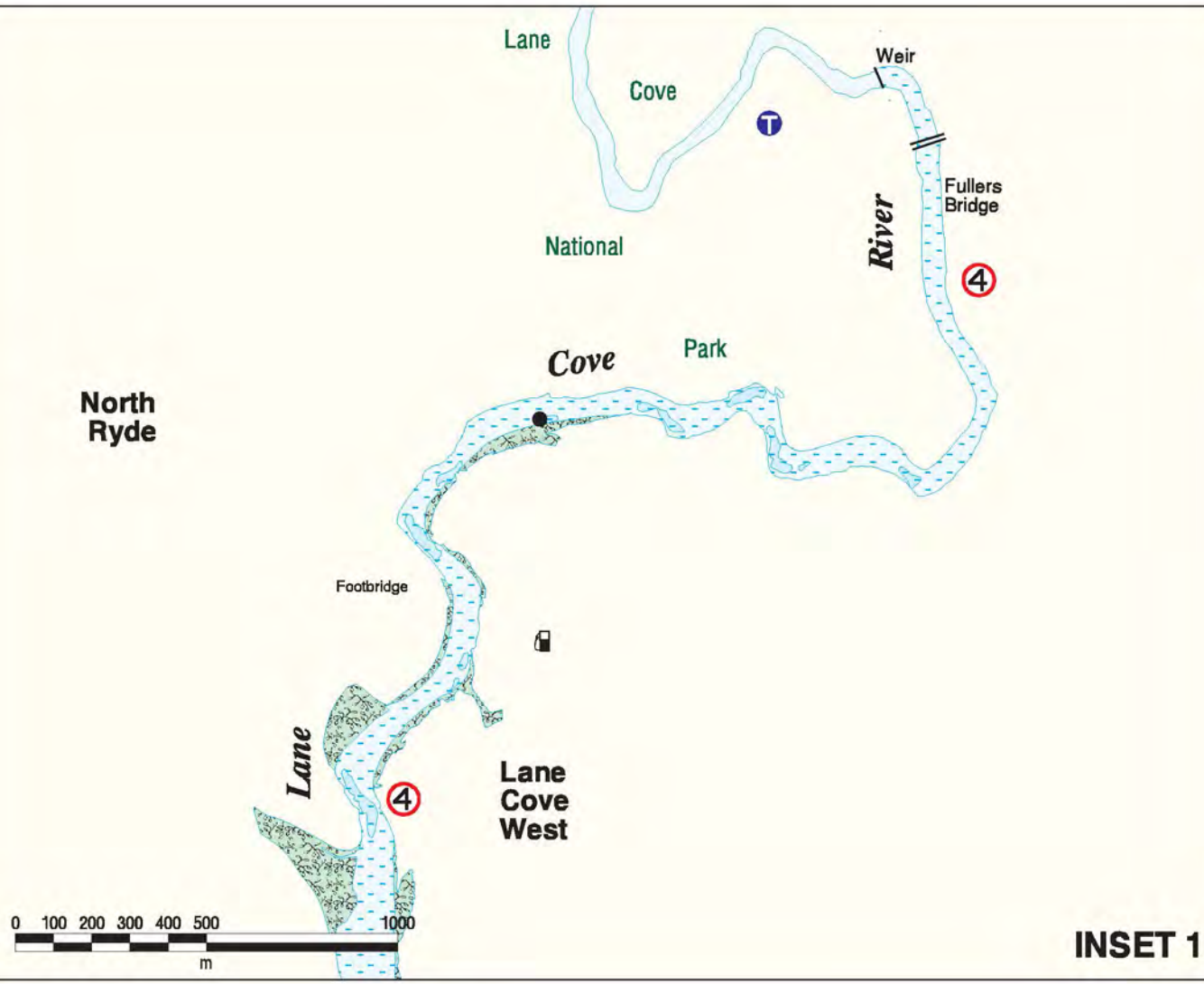
		representatives to advise the Government on opportunities to reduce red tape and administrative burdens within the NSW planning system.
	Develop a campaign targeted at reducing “mooring minders” to help reduce waiting lists	Further consultation will take place in 2015 on policy and regulatory reforms arising from the Moorings Review Issues Paper released in March 2014. Funding has been set aside from the NSW Boating Now Major Projects allocation to support the implementation of these reforms as well as more direct measures to reduce the number of “mooring minders” on NSW waterways.
	Explore the feasibility and benefits of alternate on-water storage methods that increase capacity while minimising the overall impact of boat storage	Funding will be made available from the NSW Boating Now Major Projects allocation to trial alternate mooring systems at a number of pilot sites across the state, including Sydney Harbour.
	Introduce short term measures to better manage the problems caused by vessels stored on trailers in residential streets in many waterside suburbs around Sydney Harbour	<p>NSW Government has announced a \$5 million package to address long term trailer parking in metropolitan areas of NSW.</p> <p>As part of this announcement, registrations of interest have been called for to provide and operate off street storage solutions for boat trailers. The MMC will continue to pursue options arising from this process and report to the Steering Committee annually on progress.</p>

Appendices

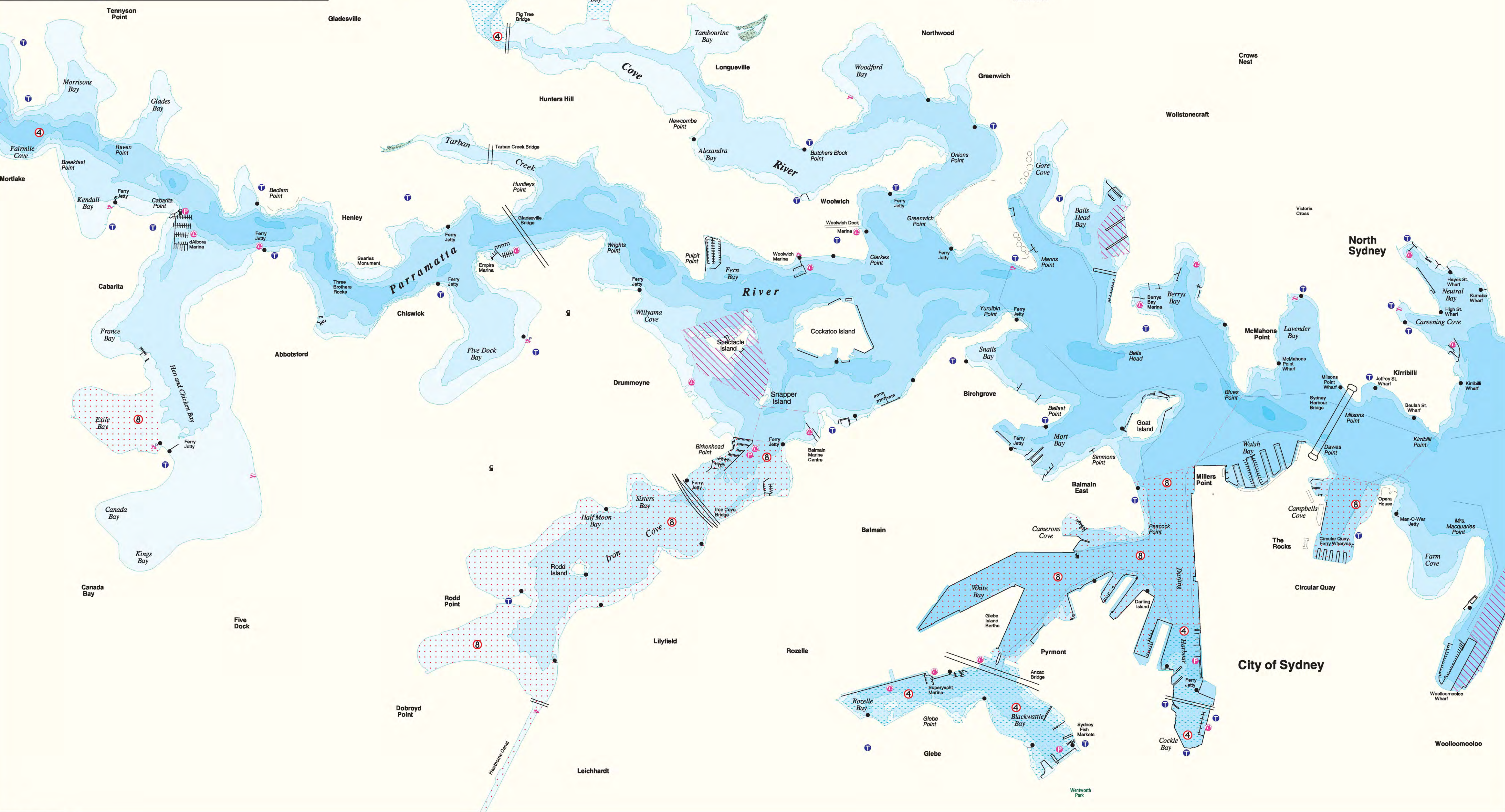
Appendix A – Maps

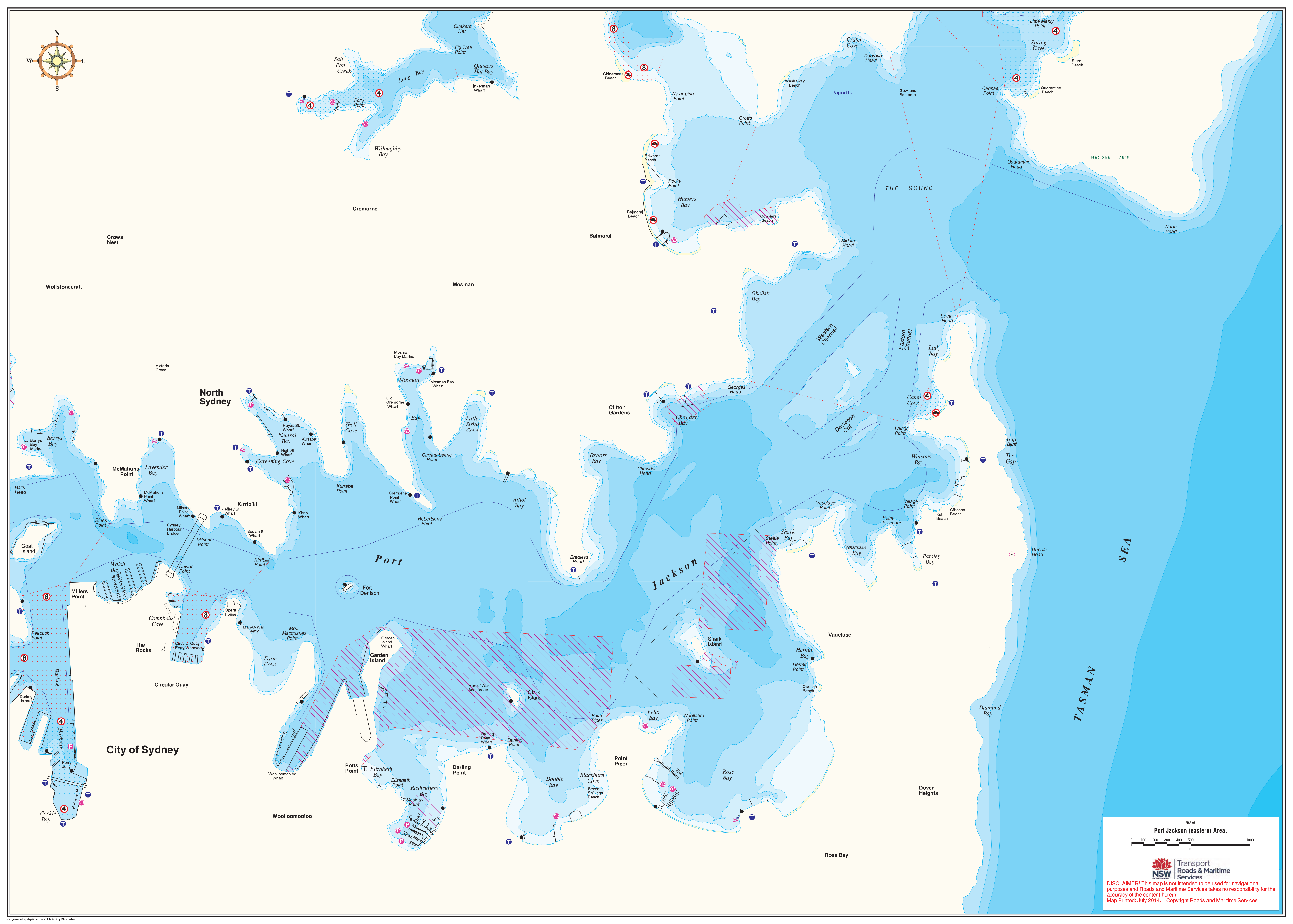
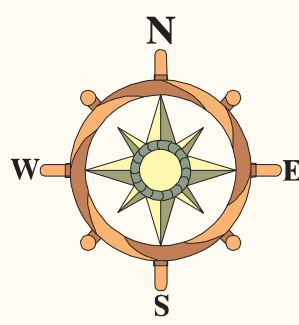


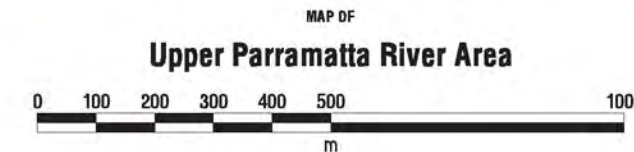
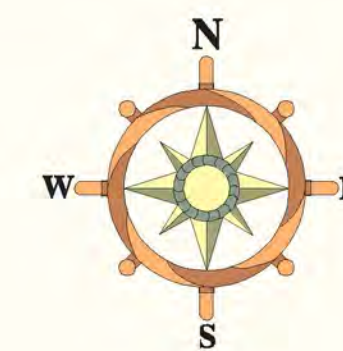
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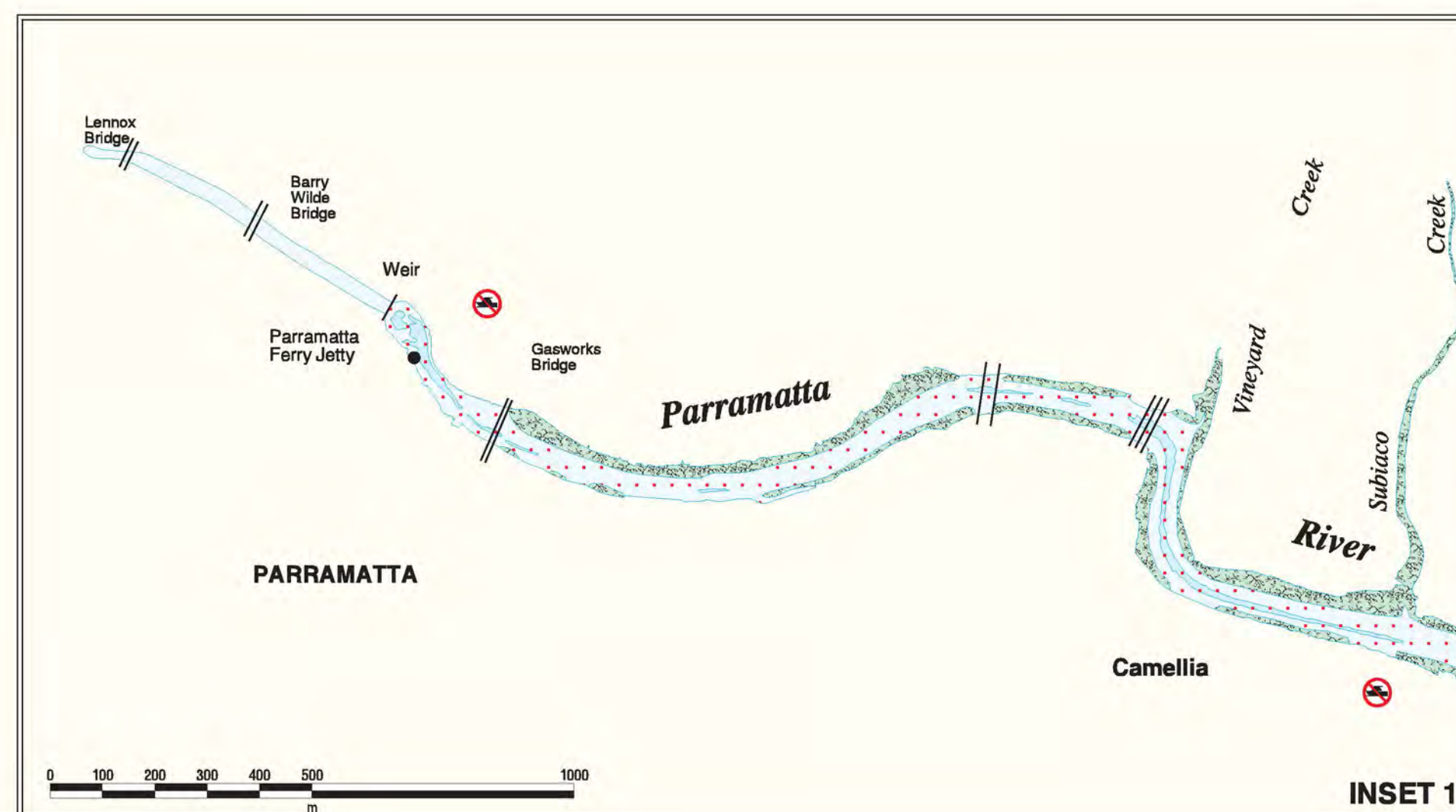
INSET 1







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Roseville Chase

Killarney Heights

Bantry Bay

Flat Rock Beach

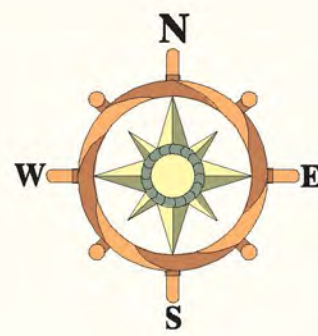
Manly Dam

Collaroy

Collaroy Basin

Beach

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Manly Vale

Castle Cove

Yanaka

Castle Cove

Sugarloaf Bay

Pickr Pol.

St. Pr

Castlecrag

Sailors Bay

Seaford Bluff

Long B

Inkerman Wharf

Willoughby Bay

Cremorne

Crows Nest

Mosman

Balmoral

Wy-argine Point

Beach

Edwards Beach

Rocky Point

Balmoral Beach

Hunters Bay

Cobbler's Beach

Obelisk Bay

Middle Head

THE SOUND

Washaway Beach

Aquatic

Gowlland Bombers

Cannae Point

Quarantine Beach

Quarantine Head

National Park

North Head

South Head

Lady Bay

Eastern Channel

Western Channel

Mosman Bay Marina

MAP OF
Middle Harbour and North Harbour

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Victoria