

# Launching Way Precinct Master Plan



March 2017

## Acknowledgement

This Master Plan has been published by the Boating Industry Association of Victoria (BIAV) with grant funding from the Victorian Government Boating Safety and Facilities Program. It has been supported by Parks Victoria, Kingston City Council and Melbourne Water as land managers for the precinct and members of the Steering Committee. This master plan will be completed and adopted as the Launching Way Precinct Master Plan.

March 2017





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## Introduction

In late 2014 the Boating Industry Association of Victoria (BIAV) was granted funding from the Victorian Government Boating Safety and Facilities Program to conduct a master planning process for the Launching Way Precinct in Carrum Victoria.

The background to this is that Launching Way is the largest boat launching facility in Victoria and it can experience severe congestion during peak demand periods. Furthermore the precinct has no fewer than three land managers of the public reserves that comprise the precinct and this has meant that there have been inherent difficulties in coming up with a co-ordinated plan for the precinct in the past.

As the first step, the BIAV formed a Steering Committee comprising of representatives of the land managers of the public reserves being Melbourne Water, Parks Victoria and Kingston City Council and Chaired this committee. The steering committee formed a terms of reference to guide the process. (Attachment 1) BIAV then appointed Distributed Power Pty Ltd as the manager of the process to develop the plan.

This was followed by the identification and invitation of a number of stakeholders to form a stakeholder reference group. This group comprised a comprehensive range of stakeholders including fishing clubs, canoe clubs, sailing and boating clubs, Police, CFA, Coast Guard, Fishing Charter Operators, other sports clubs, traders and commercial operators, residents and residents groups, dog walkers etc. Meetings were conducted with the Stakeholder Reference Group in March 2015 and almost 30 attended to provide input to what can be done to improve the precinct. These inputs were recorded and were used as the basis for this master plan.

This stakeholder input was supplemented by an online survey conducted in June 2015. This survey was promoted through the stakeholder networks and was accompanied by a letter box drop in the 3197 postcode. The issues raised by respondents to the survey were added to the identified options to improve the precinct and form the basis of this master plan.

The Steering Committee evaluated and assessed the inputs from the stakeholders and the survey respondents and ordered them by priority in the following classifications:

1. Options to reduce parking congestion
2. Options to improve parking capacity
3. Options to improve safety
4. Options to improve amenity
5. Options for longer term Strategies
6. Other issues
7. Options and issues not being pursued

Feedback was obtained on these priorities from the Stakeholders Reference Group in December 2016 to allow the plan to be completed. There were a range of ideas and suggestions that arose from the consultation process that have not been identified as priorities for implementation and these are listed as section 7 together with the reason(s) that they have not been prioritised.

It also needs to be noted that this plan does not cover details of routine operations and maintenance matters. These as before will remain the responsibility of the relevant land managers and their internal planning and budgeting processes. Where matters of this nature were raised in the consultation, they have been passed on to the relevant land managers.



1

## Options to Reduce Parking Congestion

### 1.1 Promote existence of ECODEV webcams at Launching Way

✓  
SUPPORTED

> **Benefits:** Enables users to view congestion during peak periods before setting off to the ramp.

**Led by:** Already implemented by Launching Way Pty Ltd.

**Funding:** None.

**Comments:** Has been implemented via websites and social media. It may have already had an effect as last snapper season had less extreme peaks than past seasons.

### 1.2 Encourage the development and promotion of the bay wide webcam project to provide a better view of parking and queuing areas.

✓  
SUPPORTED

> **Benefits:** Enables users to view congestion at all ramps across the two bays before deciding when and where to launch.

**Led by:** Maritime Safety Victoria.

**Funding:** Funded through the Boating Safety & Facilities Program for implementation in short term.

**Comments:** This is the ultimate demand management tool once implemented and promoted to users of launch facilities.



## 1

## Options to Reduce Parking Congestion



SUPPORTED

- 1.3** Develop an agreed protocol by the operator as to the way in which parking will be routed and controlled during the various demand scenarios including off peak as well as an event management basis during peak periods. Retaining an operator at Launching Way is a core component of this plan.



**Benefits:** Provides agreement and certainty to all users of the precinct as to the nature of traffic control implemented in the various demand scenarios.

**Led by:** Already implemented by Launching Way Pty Ltd

**Funding:** None.

**Comments:** Already uses signage to signal that the car park is full.

*See Attachment 2 – page 25*



SUPPORTED

- 1.4** Remove wash stations and old LPG tank structure to increase overflow parking area and remove collision and trip hazards to improve traffic flow.



**Benefits:** Will allow improved road alignment and lane markings as well as increased parking spaces.

**Led by:** Parks Victoria in short term.

**Funding:** Parks Victoria Budget.

These works need to be complete to allow implementation of safety improvements to the Launching Way roadway.



SUPPORTED

- 1.5** Resolve correct boundary between Canoe Club and Launching Way and implement fencing and/or management solution.



**Benefits:** Will provide certainty to users.

**Led by:** Melbourne Water/Parks Victoria in short term.

**Funding:** None.

**Comments:** Both Canoe Club and Launching Way only hold a licence over the area which does not provide exclusive access to the site but only provides ability to utilise the area for their purposes.

Resolution of licence boundary issue can be reviewed in 2017 during lease/licence negotiations for fee collection at the facility.



SUPPORTED

- 1.6** Potential to add new pile berthing for vessels on north side of river



**Benefits:** Berthing would reduce demand for launches at peak times.

**Led by:** Parks Victoria in medium term.

**Funding:** Parks Victoria budget or Boating Safety & Facilities Program.

**Comments:** Is subject to access path construction to site and investigation regarding dredging requirements and ability to charge berths on a cost recovery basis.

Expansion of pile berths would be subject to funding availability and master planning inclusion.

## 2

## Options to Improve Parking Capacity



- 2.1** Return of the Melbourne Water works depot to the east of ramp 4 to its use as a park and overflow car park.



**Benefits:** Will increase overflow parking by about 40 to 50 car/trailer units.

**Led by:** Melbourne Water.

**Funding:** Melbourne Water completed June 2015.

**Comments:** Grading, completion of roadway and drains and re-instatement of lawns to be completed by Parks Victoria.

Area previously occupied by MW will remain as future use site by MW should further works be required on the flood gates or as required by MW.



- 2.2** Completion of grading, roadway and drainage as well as re-instatement of lawns in the area previously used as the Melbourne Water Works depot.



**Benefits:** Will improve facility to maximise overflow parking capacity while enhancing park and avoiding damage to lawn areas when used for parking.

**Led by:** Parks Victoria.

**Funding:** Grant application to Boating Safety and Facilities Program for funding completed in 2016.

**Comments:** This represents completion of all of the formalised parking North of the Levee Bank in the precinct. It would also be highly desirable for this area to be returned to licence area of the operator to secure ongoing tenure as an overflow parking area on a non-exclusive basis.





## 2

## Options to Improve Parking Capacity



- 2.3** Reconfiguration of the Eastern margin of Launching Way including the CFA training area to accommodate overflow car trailer units.

> **Benefits:** Subject to final design, a net gain of about 30 car/trailer parking spots could be achieved.

**Led by:** Kingston City Council.

**Funding:** Will be in Council budget in short term.

**Comments:** The CFA will use the training track as an emergency response muster area. CFA agreed that changes to grassed area could be contemplated but not to the bitumen track.



- 2.4** Removal of the existing monument and rejig of grassed overflow on Launching Way (event use) on busy days.

> **Benefits:** Potential for increased and easier to access overflow parking as well as amenity improvement as park area.

**Led by:** Melbourne Water/ Parks Victoria in medium term.

**Funding:** A funding source needs to be identified.

**Comments:** There is a need to first investigate the current significance of the monument.



Map Kingston City Council

## 2

## Options to Improve Parking Capacity

**X**  
**NOT  
SUPPORTED**

**2.5** Obtain access during peak periods only to the McDougall Reserve on the south side of McLeod Road. Access via McLeod Road and exit via Walkers Road and Graham Road. (one way traffic to provide ease of access and exit).

> **Benefits:** Depending on the area made available this could potentially be used to park hundreds of car trailer units within walking distance of Launching Way.

**Led by:** Kingston Council /Melbourne Water (provide advice on drainage MW asset).

**Funding:** None.

**Comments:** Traffic control at McLeod Road will be an issue for this option and would be very complex and expensive. There is a Melbourne water pipeline running under this reserve, needs to be considered in any proposal especially with respect to heavy vehicles driving over it. The area is a low lying flood retarding basin and would not be suitable for use during wet weather. On balance when considering residents inputs, this is not a realistic option in the immediate future.

**X**  
**NOT  
SUPPORTED**

**2.6** Obtain access to the Roy Dore Reserve for peak overflow parking.

> **Benefits:** Would accommodate up to about 120 car trailer units on an event management basis.

**Led by:** Kingston City Council.

**Funding:** None required?

**Comments:** Overflow parking in Roy Dore Reserve is not supported by Kingston Council.

Back of kerb parking suitable for trailers may be made available in Dyson Road and Tennis Club car park subject to parking sign changes to make it available.



Map Kingston City Council



## 2

## Options to Improve Parking Capacity

**NOT  
SUPPORTED**

**2.7** Consider access to the grassed area to the west of ramp 1 on a peak overflow basis only.

**Benefits:** Would provide peak overflow capacity of up to 70 car/trailer units.

**Led by:** Parks Victoria.

**Funding:** None.

**Comments:** Parks Victoria not supportive of this proposal. For safety purposes cannot provide vehicle access across culvert drain and into shared parkland. Area west of boat ramp to be maintained for other recreational pursuits.

**NOT  
SUPPORTED**

**2.8** Review and investigate on street parking in the various streets around the precinct.

**Benefits:** This could see hundreds of car trailer units parked within walking distance of Launching Way.

**Led by:** Kingston City Council.

**Funding:** None required.

**Comments:** The views of both residents and users are very clear that this is the least favoured option. Also, relevant parking restrictions need to be considered to establish whether this is an appropriate option at all. Street parking is the last resort only once all other overflow options are full.

Kingston Council have identified possible parking in reserve side of Dyson Road and the tennis court carpark subject to community consultation.

**SUPPORTED**

**2.9** Consider options for no regrets car/trailer parking that may result from rail grade separation project.

**Benefits:** Could provide overflow parking capacity on weekends and public holidays.

**Led by:** Kingston City Council in medium term.

**Funding:** Unknown.

**Comments:** When revised parking arrangements are being developed, there may be opportunity to have parking bays located end to end so long vehicles can use them parking on weekends and public holidays.

59% of survey respondents identified reserves as desired location to handle overflow trailer parking at peak times. 29% identified neither as being preferable. Only 12% identified on street parking as an option for overflow trailer parking at peak times.



## 3

## Options to Improve Safety

SUPPORTED

**3.1 Formalise a new wheelchair compliant path for pedestrian, canoe and cyclist access along Launching Way. The path to crest the levee bank near the access path to the Coast Guard Jetty and to connect all the way to McLeod Road.**

**Benefits:** By offering pedestrians an alternate to the roadway, it reduces the potential for unsafe vehicle pedestrian interactions. Canoeists who use this as their launch area also obtain separation on water from boat ramps.

**Led by:** Parks Victoria for the section from the levee bank to the canoe club.

Kingston City Council for the section from the canoe club to McLeod Road.

**Funding:** Boating Safety and Facilities Program for completion in short term.

Kingston City Council budget in short term.

**Comments:** The execution of this new path needs to be accompanied by a range of actions such as signage and lighting to encourage all foot and cycle traffic to use it instead of the roadway. A barrier where the current footpath leads from the levee path to the toilet would be part of this.





## 3

## Options to Improve Safety

### Disability Discrimination Act (DDA) compliant path to canoe launching area

The Patterson Lakes Canoe Club is located on Launching Way and they have a number of canoeists with a disability who regularly use Patterson River as a training base as well as running specific disability programs. A significant number of the club members regularly train on Patterson River in preparation for various national and international canoeing competitions.

Currently canoe members and wheel chair bound paddlers wheel or carry the canoes using the entry and exit roadway because there is not a DDA compliant path into the boat launching area. Walking on the road to get access to the river is hazardous both for the club members and also for motorists who use the road to access the boat ramps. It significantly impacts the efficiency of boat launches on busy days.

The proposed upgrade works to the path will eliminate steps and excessive gradients on the path and will make the path DDA compliant. The surface will be levelled and constructed to make wheelchair access to the river and pontoon possible. The path will also provide access to the shared path on the Patterson River embankment and will separate vehicles, wheelchairs and pedestrians.

### Disabled access loading hoist and upgrade of adjacent parking

Other visitors with disabilities regularly use the facilities at Patterson River for various boating activities such as fishing in Port Phillip Bay. A popular community fishing event, called "Mates Day on the Bay" is held at Patterson River each year and attracts hundreds of visitors with disabilities from around Melbourne.

Unfortunately permanent access to Patterson River for yacht and motor boat users with a disability is limited. People with disabilities currently wishing to board a motor boat or yacht have to be physically lifted in and out of the boat by others. There is no hoist available on the site that boat users can access to lift the person out of a wheelchair into the boat safely.

This project is vital in making access safer, easier and dignified for visitors with disabilities and mobility limitations to participate in a wide range of water based recreational activities.

Wheelchair hoist(s) or system would be installed between ramps 1 and 2 for transferring visitors with disabilities in and out of their boats (see Site Plan). As part of the proposed works, two designed disabled car parking bays would be created in the existing car park. These would be located close to the pontoon to enable disabled boat/canoe users to be able to park close to the pontoon with their wheelchairs & boating equipment.



## 3

## Options to Improve Safety

✓  
SUPPORTED

**3.2** Demolish and remove existing toilet block on the east side of Launching Way to discourage pedestrian access on that side of Launching Way.

> **Benefits:** Reduces risks of unsafe vehicle / pedestrian interactions.

**Led by:** Parks Victoria.

**Funding:** Funding by Parks Victoria in short term.

**Comments:** Lower cost option may be to renovate and modify existing Launching Way toilets for disabled people.

✓  
SUPPORTED

**3.3** Repave and line mark and kurb (as necessary) or repair spoon drains over the entire length of the Launching Way roadway to ensure that it is readily identifiable as a roadway to discourage jaywalking and improve vehicle flow.

> **Benefits:** Reduces risks of unsafe vehicle pedestrian interactions.

Reduces noise from rattling trailers.

**Led by:** Kingston City Council.

**Funding:** Kingston City Council budget in short term.

**Comments:** Needs to improve street lighting as well in view of heavy usage during pre-dawn hours. Coastguard to be consulted prior to implementation.

✓  
SUPPORTED

**3.4** People parking in front of the Coast Guard and preventing them from deploying has been a serious problem in the past. The area to be designated and marked as a tow away zone.

> **Benefits:** Ensures that the Coast Guard are able to respond immediately in emergency situations.

**Led by:** Kingston City Council.

**Funding:** Kingston City Council in short term.

**Comments:** Compliance by Council Officers.





## 4

## Options to Improve Amenity



SUPPORTED

- 4.1** There is strong support for the concept of adding a new disabled toilet block in the area near the fishing platform at ramp no. 4.



**Benefits:** Avoids need for boaters and fishers to travel back to Launching Way to use facilities.

Provides opportunity to install toilet for handicapped people.

**Led by:** Parks Victoria.

**Funding:** Unable to be funded by the Boating Safety and Facility Program under current rules. Parks Victoria have secured funding from internal budget for implementation in short term.

**Comments:** The surveys identified the lack of suitable toilets in the precinct as probably the no. 1 issue. New signage will be needed once toilet is in place.



### Completion of overflow car park roadway, removal and reinstatement of a picnic shelter, installation of kerbing and drainage

These works will result in increased safety and improved traffic flow overcoming access issues during peak boating days. This will treat the issues of circulation and congestion. Relocation of shelter to a more suitable location will also enable increased vehicle and trailer combinations to park within the overflow car park.

### Rock revetment repair and extension

This component of the proposal will ensure that the shoreline embankment is reinforced and extended to allow for the safe and efficient parking of cars and trailers in the overflow car park. Works to the rock revetment will ensure sufficient length of vehicle/trailer combinations to park on a 45 degree angle ensuring an increase to capacity within the overflow car park.

### Extension of the shoreline platform

A reinforced shoreline embankment could also then support additional sections of pedestrian path/fishing platform. This platform will provide additional area for disabled access fishing and allow for separation from reversing and parking vehicles.

## 4

## Options to Improve Amenity



- 4.2** Extend fishing platform and rock wall to the east of the current platform at ramp 4 and improve access for disabled people.

**Benefits:** Will enable about 10 additional car/trailer parking spaces to be added. Will help to separate fishers from boaters at peak times.

**Led by:** Parks Victoria.

**Funding:** Funded under the Boating Safety & Facilities Program for implementation in short term.

**Comments:** This area is already very popular with disabled groups and children's groups and the extra capacity will help deliver this important service.



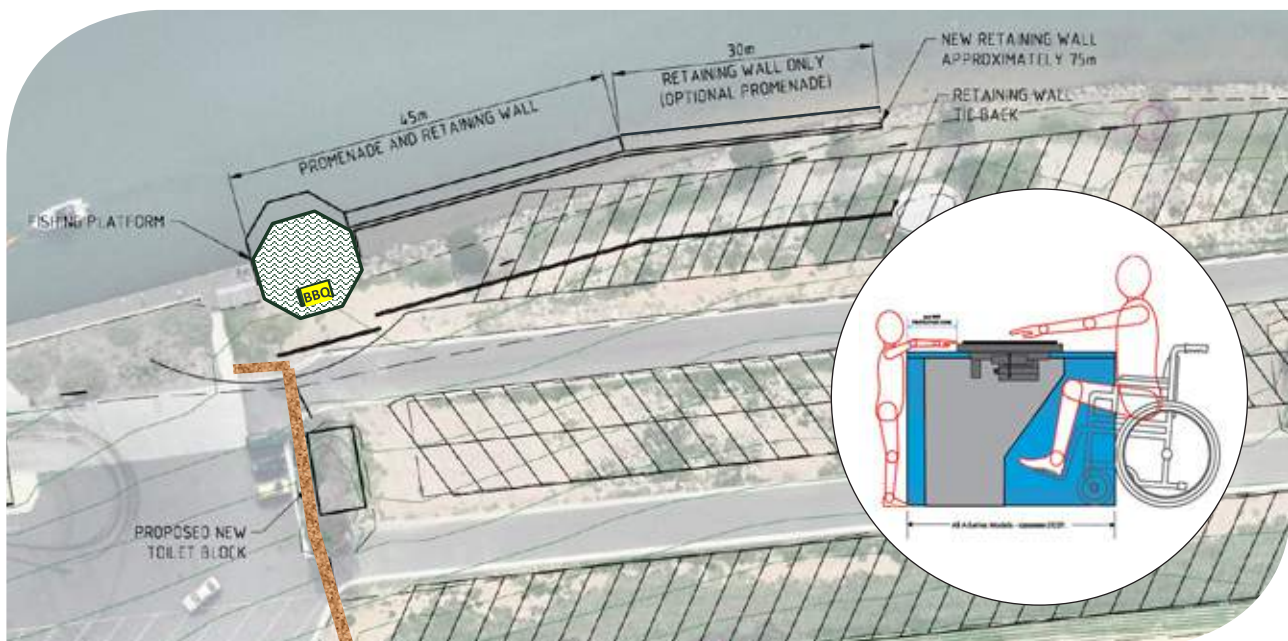
- 4.3** Relocate and/or demolish and replace the existing shelter and BBQ facility from the present location to the area immediately next to the fishing platform at ramp 4. Current design is to incorporate rotunda into fishing platform design over the water.

**Benefits:** Increases parking capacity in the overflow area. Provides shelter and BBQ in the area of most use.

**Led by:** Parks Victoria.

**Funding:** Funded under the Boating Safety & Facilities Program for implementation in short term.

**Comments:** This area is already very popular with disabled groups and children's groups and the extra capacity will help deliver this important service.





## 4

## Options to Improve Amenity

SUPPORTED

**4.4** There were a number of submissions around the subject of creating a sense of place and community in the precinct as well as refurbishing Launching Way and the buildings to improve the appearance from the current 1970's look.

> **Benefits:** Improving the amenity of the precinct will provide an enhanced experience for all users.

**Led by:** Parks Victoria, Kingston City Council and Melbourne Water.

**Funding:** Various, in short and medium term.

**Comments:** This objective has largely been achieved north of the Levee Bank, but much needs to be done in Launching Way itself. Opportunities to make improvements need to be embedded as an overall objective of the projects as they are implemented.

SUPPORTED

**4.5** Create a new Patterson Lakes town centre public jetty. It would be used as a boating destination for which there is strong support from traders and residents.

> **Benefits:** Will provide moorings for services like Coast Guard and Water Police. Will rejuvenate the waterfront in town centre. Provides a destination jetty for boaters

**Led by:** Supported by Kingston City Council subject to State funding. Funding committed for execution of stage 1 in short term.

**Funding:** Initial Capital: Melbourne Water (\$33,500) and remainder Boating Safety & Facilities Program. Ongoing operation and management under a committee of management to operate the jetty.

**Comments:** Need to consider toilets and rubbish bins near jetty. Alternatively, improve signage to existing toilets.

SUPPORTED

**4.6** Improve drainage of the areas between ramps 1 & 2.

> **Benefits:** Improve safety and amenity of the access points to the ramps and moorings.

**Led by:** Parks Victoria.

**Funding:** Parks budget. Completed late 2016.

**Comments:** A tidy up of these areas will effectively complete all major works to the north of the Levee Bank.



Map Kingston City Council

## 4

## Options to Improve Amenity

✓  
SUPPORTED

- 4.7** Install seating on south side of river levee bank, adjacent to street endings.

> **Benefits:** Rest area for park users.  
**Led by:** Parks Victoria in medium term.  
**Funding:** Local budget planning as funds permit Parks Victoria.

✗  
NOT  
SUPPORTED

- 4.8** Canoeists desire beaches to the west of the Coast Guard Jetty to be replenished for a distance of 30 to 40m.



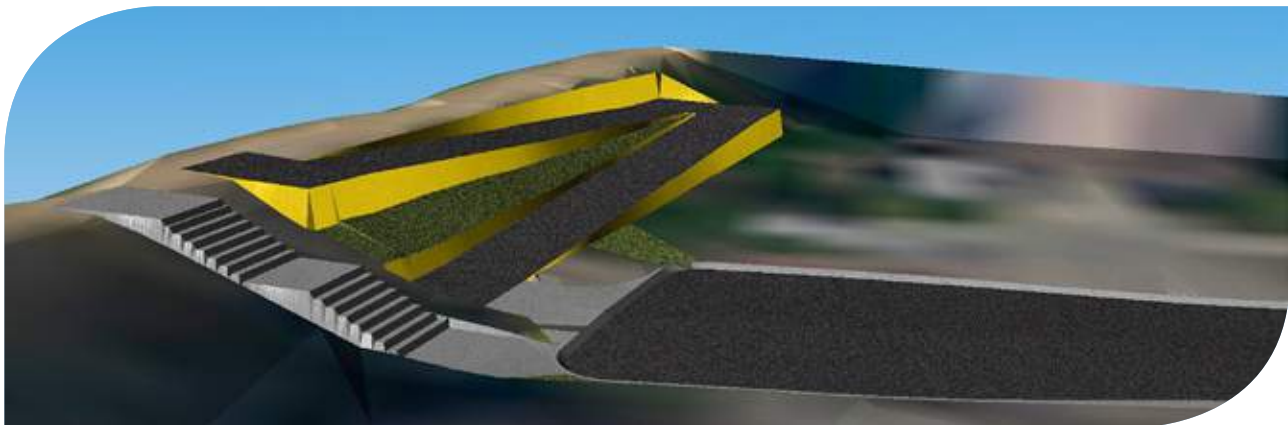
> **Benefits:** Provides extended area to launch and retrieve canoes with on water separation from boat ramps.  
**Led by:** None.  
**Funding:** Neither Parks Victoria, Melbourne Water or Kingston Council play a role in beach renourishment works within either the Patterson River or on a wider scale.  
**Comments:** Direct beach renourishment does not occur within the Patterson River and sand movement/beach profiles are subject to ongoing change influenced by hydrology and weather related events. Previous dredging around the existing pontoon has been undertaken by Parks Victoria, to maintain adequate berthing depths, in the past resulting in an indirect benefit of localised small scale sand renourishment. The introduction of additional sand into the system via a beach renourishment program could in the future pose a hazard to navigation through the silting up of the channel.

✓  
SUPPORTED

- 4.9** Provide a DDA compliant ramp and stair combination to enable access from Dahmen Street to the levee bank path.

> **Benefits:** Allows easy access for wheelchairs and other wheeled traffic from Dahmen Street to the levee pathway and beyond.  
**Led by:** Kingston City Council.  
**Funding:** Kingston City Council budget in short term.  
**Comments:** Adds to the network of DDA compliant access points for walkways in the precinct.

*Wheelchair compliant ramp and stairs at Dahmen Street.*





## 5

## Options for Longer Term Strategies

SUPPORTED

- 5.1** Commence a master planning process for Mordialloc to identify whether upgrades are feasible to increase parking capacity in the area.

> **Benefits:** Increased overflow parking elsewhere takes pressure off the Launching Way precinct.

**Led by:** Kingston City Council.

**Funding:** Funding obtained from the Boating Safety & Facility Program for implementation in the medium term.

**Comments:** Will identify options to improve overflow parking capacity at Mordialloc Ramp.

SUPPORTED

- 5.2** The margins between the river and the levee bank on the northern side of the river represent an open space about the same or even larger than the footprint of the present Launching Way facility. It should be investigated as a future opportunity to develop a new large facility in this area.

> **Benefits:** Increased launching capacity elsewhere takes pressure off the Launching Way precinct.

The same steering committee and a modified Stakeholder Reference Group is ideal to undertake the study and consultation.

**Led by:** Boating Industry Association of Victoria.

**Funding:** Funding for Pre-Feasibility obtained from Boating Safety and Facility Program. Implementation in the medium to long term.

**Comments:** Study and consultation will test whether the concept has any fatal flaws or is worthy of ongoing consideration for development. An alternative use for this area would be development as a dedicated charter boat facility.

NOT  
SUPPORTED

- 5.3** In the longer term, the development of a large scale facility at the National Water Sports Centre was identified as a significant opportunity.

> **Benefits:** Increased launching capacity elsewhere takes pressure off the Launching Way precinct.

**Led by:** None.

**Funding:** None.

**Comments:** Commercial development occurring within the area may limit this ability. Earlier BIAV study revealed that this potential project is probably out of reach financially.



## 6

## Other issues

SUPPORTED

- 6.1 Complete transfer of Land Manager role from Melbourne Water to Parks Victoria as soon as possible.**

> **Benefits:** Simplifies precinct management arrangements.  
**Led by:** DELWP, Parks Victoria & Melbourne Water.  
**Comments:** This change of manager has been on the agenda for many years.

SUPPORTED

- 6.2 Develop a site context plan so that users and managers are clear on which areas are designated and managed by whom.**

> **Benefits:** Allows all parties to readily identify who is responsible for which areas in the precinct.  
**Led by:** BIAV Project has been completed.  
**Funding:** From Precinct Plan funding from the Boating Safety and Facility Program.  
**Comments:** This plan is now available to the project team and the public.

SUPPORTED

- 6.3 Many inputs during the consultation and survey were received regarding maintenance of the precinct. These have been passed on to the relevant land managers for their attention.**

> **Benefits:** These varied inputs about issues as diverse as toilets, rubbish, trees and dredging have been brought to the attention of the land managers who can now use these to establish the priorities of users.  
**Led by:** Parks Victoria, Melbourne Water and Kingston City Council.  
**Funding:** Various.  
**Comments:** It is not the purpose of the precinct planning process to become involved in details of the maintenance within the precinct except inasmuch as it affects the overall improvements to the precinct.

SUPPORTED

- 6.4 Compliance with the 5 knot speed limit is marginal on weekends. These boat wakes are part of the problem with erosion of the beaches. Enforcement of no wash zone and transit only should be increased.**

> **Benefits:** Increased compliance would reduce the risk of injury as well as damage to moored boats. Reduced wakes would also result in reduced sand movement on the river banks.  
**Led by:** Parks Victoria, Victoria Police, TSV.  
**Funding:** None.  
**Comments:** Establishment of the moorings at the town centre will encourage more visits by Water Police and hopefully this will lead to increased compliance.

SUPPORTED

- 6.5 Conduct an annual review of progress against the Master Plan objectives.**

> **Benefits:** Allows steering committee members to report against objectives of the plan.  
**Led by:** Kingston City Council on an ongoing basis.  
**Funding:** None required.  
**Comments:** Can also be used to review post implementation issues such as maintenance. Master Plan objectives can also be updated and reviewed as necessary.



## 7

## Options and Issues Not Being Pursued

This section deals with options and issues raised in consultation that are no longer being pursued as part of the planning process. This section identifies such issues and explains why these options and issues are no longer being pursued.

**NOT  
SUPPORTED**

**7.1** It was suggested that some sort of variable message device be used to identify the availability of parking at Launching Way.

**Benefits:** Allows users to turn back if full

Operator already uses car park full sign to control traffic at peak times. *See Attachment 2 – page 25.*

**Comments:** Webcams showing available parking are already partially in place with more to be implemented and these offer the required information to users. *See Attachment 2 – page 25*

**NOT  
SUPPORTED**

**7.2** It was suggested that some form of booking system be implemented for parking.

**Benefits:** Could result in avoiding peak overflow demand.

**Comments:** Unlike scheduled events, peak periods at the ramp are almost infinitely variable. The webcams promise to mitigate peak demand once fully implemented.

**NOT  
SUPPORTED**

**7.3** It was suggested that social media be used to assign parking with White Night being given as an example.

**Benefits:** Could result in avoiding peak overflow demand.

**Comments:** Unlike scheduled events, peak periods at the ramp are almost infinitely variable. The webcams promise to mitigate peak demand once fully implemented.

**NOT  
SUPPORTED**

**7.4** It was suggested that local ratepayers be given preference in the use of the ramp at peak times.

**Benefits:** Easier parking for locals

**Comments:** It is difficult to see how this could be implemented at peak times. Furthermore the facility is largely located on Melbourne Water/Parks Victoria land and is classified as a regional facility.



# 7

## Options and Issues Not Being Pursued

✗  
NOT  
SUPPORTED

- 7.5** It was suggested that it may be possible to build a jetty for use by Charter operators on the North bank of the Patterson River.

> **Benefits:** Relieves car parking and congestion at Launching Way.

**Comments:** A detailed review of the North Bank revealed that there are no obvious areas that would provide sufficient parking for this purpose.

✗  
NOT  
SUPPORTED

- 7.6** The suggestion was made to consider a shuttle/valet service to overflow parking areas like the National Water Sport Centre.

> **Benefits:** Relieves parking at Launching Way.

**Comments:** Shuttle will not meet user expectations of a 15 minute wait time. NWSC may not be available for additional parking due to change in use and decreasing area for parking.

✗  
NOT  
SUPPORTED

- 7.7** A blue pushbike hire service suggested near Launching Way and at overflow parking area.

> **Benefits:** Relieves parking at Launching Way.

**Comments:** As for 1.6 above. Also not likely to be viable for a few days of the year.

✗  
NOT  
SUPPORTED

- 7.8** Improve retail facilities and re-open café.

> **Benefits:** Improved services and amenity of precinct.

**Comments:** Unlikely to be viable under current tenancy arrangements. Should be revisited based on a longer tenure tenancy after transfer of land from MW to PV is completed.

✗  
NOT  
SUPPORTED

- 7.9** Suggestion that traffic light sequencing at McLeod Road could be improved to reduce congestion.

> **Benefits:** Reduce traffic congestion.

**Comments:** CFA are very sensitive to any change as they need 24/7 control to despatch their fire trucks. Use of operators or police at peak times may be a better option.





## 7

## Options and Issues Not Being Pursued

✗  
NOT  
SUPPORTED

### 7.10 Re-instate boat washing facilities.

> **Benefits:** Improve service to boaters.

**Comments:** Boat washing facility was decommissioned during drought/water restriction years. There are now many more off site facilities offering the same or better services. No plan to return to service because this avoids congestion and increases the footprint available for traffic lanes and parking.

✗  
NOT  
SUPPORTED

### 7.11 Install a fish cleaning facility.

> **Benefits:** Improve service to fishers.

**Comments:** Creation of a fish cleaning facility would have potential for massive congestion at peak times. Also creates a waste disposal problem because composting disposal options do not provide for large snapper frames and these are the main catch out of Launching Way.

✗  
NOT  
SUPPORTED

### 7.12 Permanent Water Police presence at Launching Way.

> **Benefits:** Improve compliance.

**Comments:** While this is unlikely in the near term, completion of the Inner Harbour Jetty would lead to more regular mooring and visits by the Water Police.

✗  
NOT  
SUPPORTED

### 7.13 Add more sporting facilities such as a skate park or half-court basketball to the precinct.

> **Benefits:** Improve recreational options for the precinct.

**Comments:** Such facilities do not need to be near to high value waterside recreational space and can be located elsewhere in public reserves such as Roy Dore.

✗  
NOT  
SUPPORTED

### 7.14 Why not hold the Harvest Festival in the precinct like the first one?

> **Benefits:** Add event to precinct.

**Comments:** The event was moved to Roy Dore Reserve due to the lack of suitable sanitary facilities at Launching Way. It has been a success at Roy Dore.



## A

## Attachment 1

### Terms of reference for Launching Way Precinct Plan

The Launching Way Precinct Plan has been developed to guide the future development and improvement of the precinct in order to more effectively address the contemporary needs of existing users and residents, whilst supporting and enhancing opportunities for broad community use and enjoyment.

The plan addresses the core objectives for the precinct, in particular enhancing the capacity, safety and functionality of the boating precinct and it must respond to community and stakeholder feedback, including improved facilities, landscaping and enhancing the general amenity, functionality and appeal of the precinct. The Launching Way Boating Precinct Plan was developed having regard to other higher order strategies including (but not limited to) Victorian Coastal Strategy, Recreational Boating Facilities Plan 2014 and Council Plan.

The Launching Way Precinct Plan is therefore consistent with, and complements, broader strategic directions and planning for the community.

The Launching Way precinct has been operating as Melbourne's premier boat launching facility for decades. It has recently had extensive upgrades to the ramps, moorings and parking areas north of the levee bank. These improvements have been instrumental in providing users with a fit for purpose facility. However, while these improvements have been well implemented by Parks Victoria, they cannot provide very much more in the way of peak demand parking for car trailer units and this means that invariably these units end up parked on local residential streets at peak times. This is inconvenient both for boating users and for local residents. The main purpose of this precinct plan is to identify and implement solutions to this problem.

This project concentrates on the impact on the Launching Way facility, however the Master Plan is to be developed having regard to the surrounding areas, uses and demand pressures, including car and trailer parking, event space and river access. For the purpose of this precinct plan, the area includes Carrum and Patterson Lakes. The Recreational Boating Facilities Plan 2014 prepared by the Central Coastal Board identifies the Launching Way Boat Ramp as a regional facility on the basis of significant seasonal demand.

Although current utilisation of the ramp varies between seasons, at peak periods the ramp and adjoining parking areas are fully occupied, providing justification for increased investment in line with the role of the Launching Way boat ramp as a regional facility. Given this role, it is important to recognise that the Launching Way boating facility is intended to serve much more than a local function. However, ultimately spatial limitations within the Boating Precinct area for car and trailer parking will act as a practical limit to the boating capacity in the precinct. This means that the precinct plan needs to address the possible use of adjacent areas for use as overflow parking at times of peak demand.

This precinct plan needs to address the complexity of having various uses for different areas within the precinct and it needs to produce a plan that allows these managers the best possible opportunity to source funding from relevant grant funding sources to enable the identified elements of the plan to be implemented.

## A

## Attachment 2

### Operating Protocol for Launching Way

This operating protocol reflects the way that Launching Way Pty Ltd currently operates the facility.

Normal operation during the off peak season has no restrictions to the public, single cars, canoes, bike riders, walking groups etc. All are welcome to park and use the facilities without charge. This is attractive to visitors as most other foreshore areas nearby charge parking fees. It also reflects the use of the facility as a public reserve where all are welcome when they can be accommodated.

Operations during peak season are monitored as to the flow of boats and single cars that are entering the facility to maintain a regular flow of traffic and stop congestion for all users. Weather and fishing reports as well as weekends and public holidays are reliable indicators of likely peak demand periods.

On peak days when demand is anticipated to be greater than the supply of car parks additional staff are employed to manage traffic, the car park full sign is displayed at the gatehouse and the carpark is closed to single cars. The single cars are directed to spaces provided outside of the main parking area or to the side streets in the area. On extreme peak days, these signs are deployed near McLeod Road and single cars are directed into the side streets to preserve the margins of Launching Way for trailer parking.

Once the main carpark reaches capacity the gates to the overflow which is situated at the back of the main park is opened and parking is monitored. This overflow is locked again once all cars have left and demand has reduced on the main facility.

When the overflow reaches capacity the grass overflow area on the West of Launching Way is then opened and parking managed and monitored. On extreme peak days, once all overflow areas are full, arriving boats are informed by both signs and staff that there is no parking available on site and that if they launch they will have to park in designated overflow areas as advised by the operator. The alternative is to go home or attempt to launch elsewhere.

Most users of the facility are familiar with this form of management which seeks to manage ramp rage and accommodate all users fairly and equitably, but invariably changing demand and management protocols can and do result in some conflict at times. On the whole however, these protocols have been tried and tested over many years and have proven to be sound and accepted by the vast majority of users.

If access is provided to use the CFA training track and the Roy Dore Reserve for additional overflow use, these will be added as the next overflow options and used on an event management basis when needed. Together with the improvements anticipated to the margins of Launching Way, these additional areas will go a long way towards removing the undesirable need for trailer parking in side streets.

February 2016





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### Attachment 3

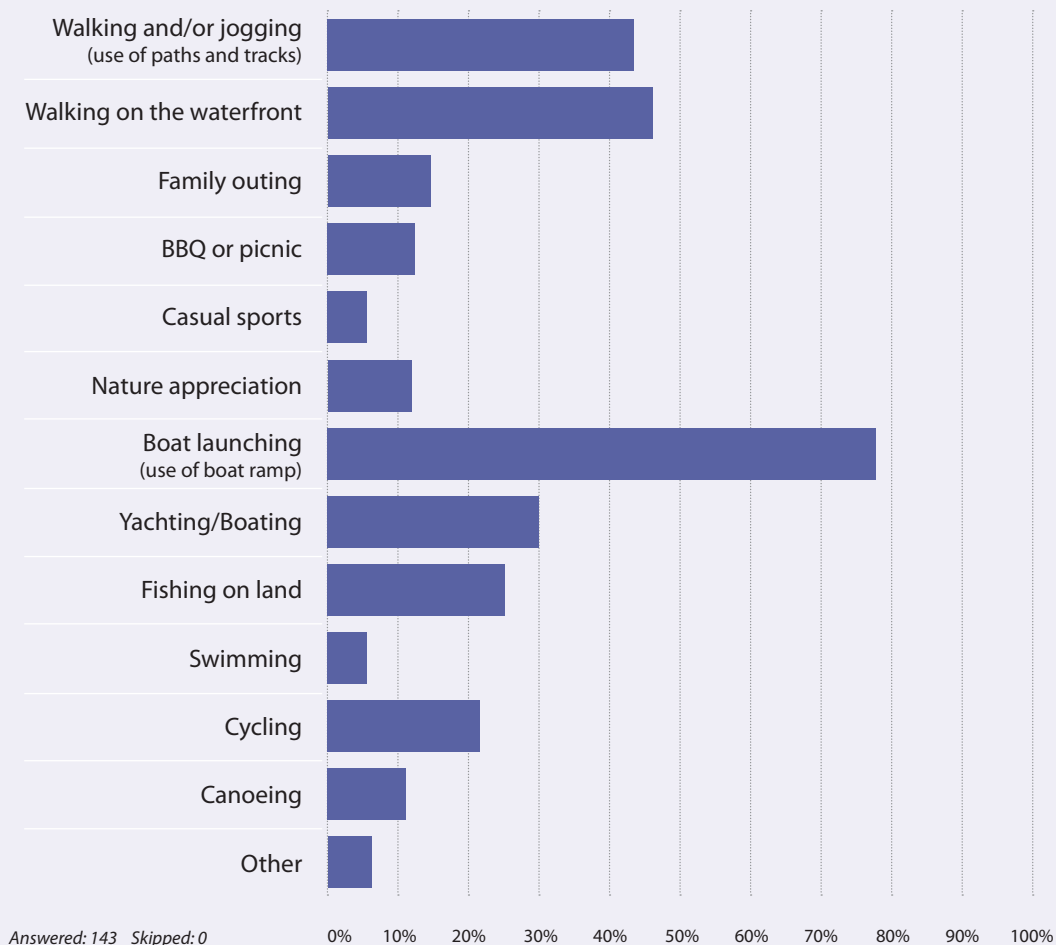
#### Summary of online survey – *Have your say on Launching Way*

As a key part of the development of the draft Master Plan for Launching Way, an online survey was conducted in June 2015. The survey was promoted to stakeholders through meetings of the Stakeholder Reference Group as well as through a letter box drop of a brochure in the 3197 postcode.

There were 143 respondents to the survey and many respondents provided detailed inputs that produced some very good ideas that have been incorporated into this draft Master Plan. This section provides a summary of the survey results as background to the draft master plan.

#### When visiting the Launching Way, what activities do you usually take part in?

The responses to this question show that the respondents are broadly in line with the various stakeholder groups who are users of the precinct. This is important because it eliminates any prospect that the various user groups and stakeholders have not had their viewpoint taken into account in framing the draft master plan.

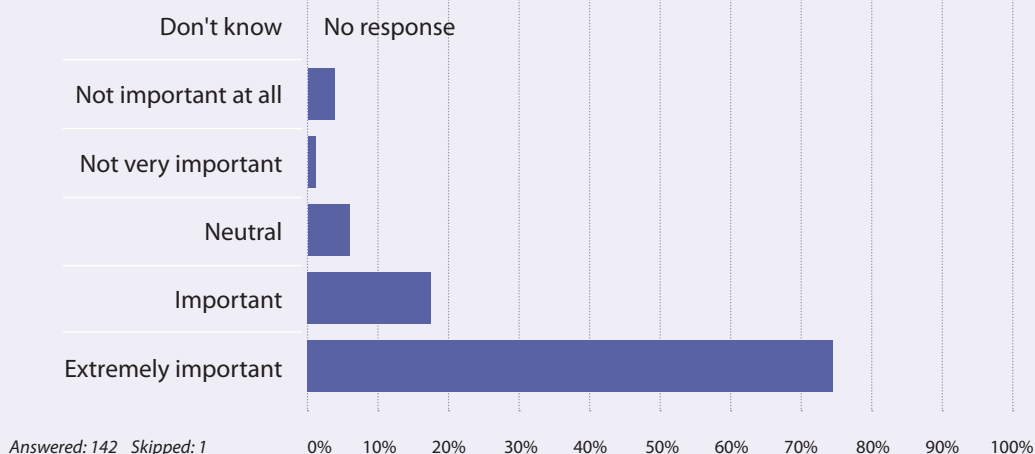


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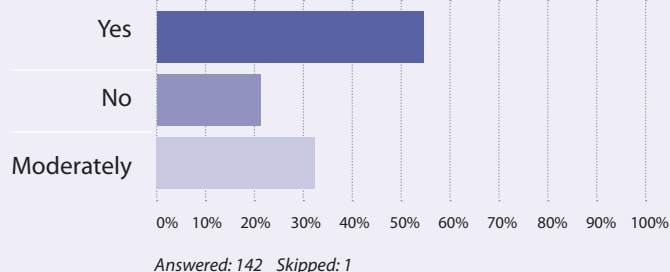
### Attachment 3

**How important are the boat launching facilities to you?**

The results of this question show quite clearly that user groups and stakeholders value the Launching Way Precinct very highly. This is gratifying as it means that the work to develop the Master Plan is highly valued by the community.



**Are your overall needs being met at the Launching Way Precinct?**

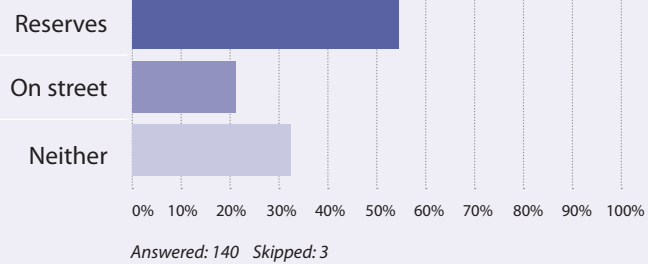


While about half of the users are happy with the precinct it is clear that there is considerable scope for improvement.

## A

### Attachment 3

**At present, once formal parking areas at Launching Way reach capacity during peak periods, overflow parking takes place in various reserve areas or on street parking. Which of these do you prefer?**



This makes it quite clear that the stakeholders prefer the use of reserves to deal with overflow demand at peak times.

There were many unprompted inputs received in the on line survey and all were considered and dealt with in the various sections of the draft master plan. Some issues were raised that were either impractical or in conflict with the core values and objectives of the precinct. In these cases they are summarised and quoted in the draft master plan as appropriate.

There was also a lot of feedback about operational and maintenance issues. As these are properly the responsibility of the land managers (Parks Victoria, Kingston Council & Melbourne Water) these have been passed on to these entities for their action under their normal management and budgeting processes. ■





Notes

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