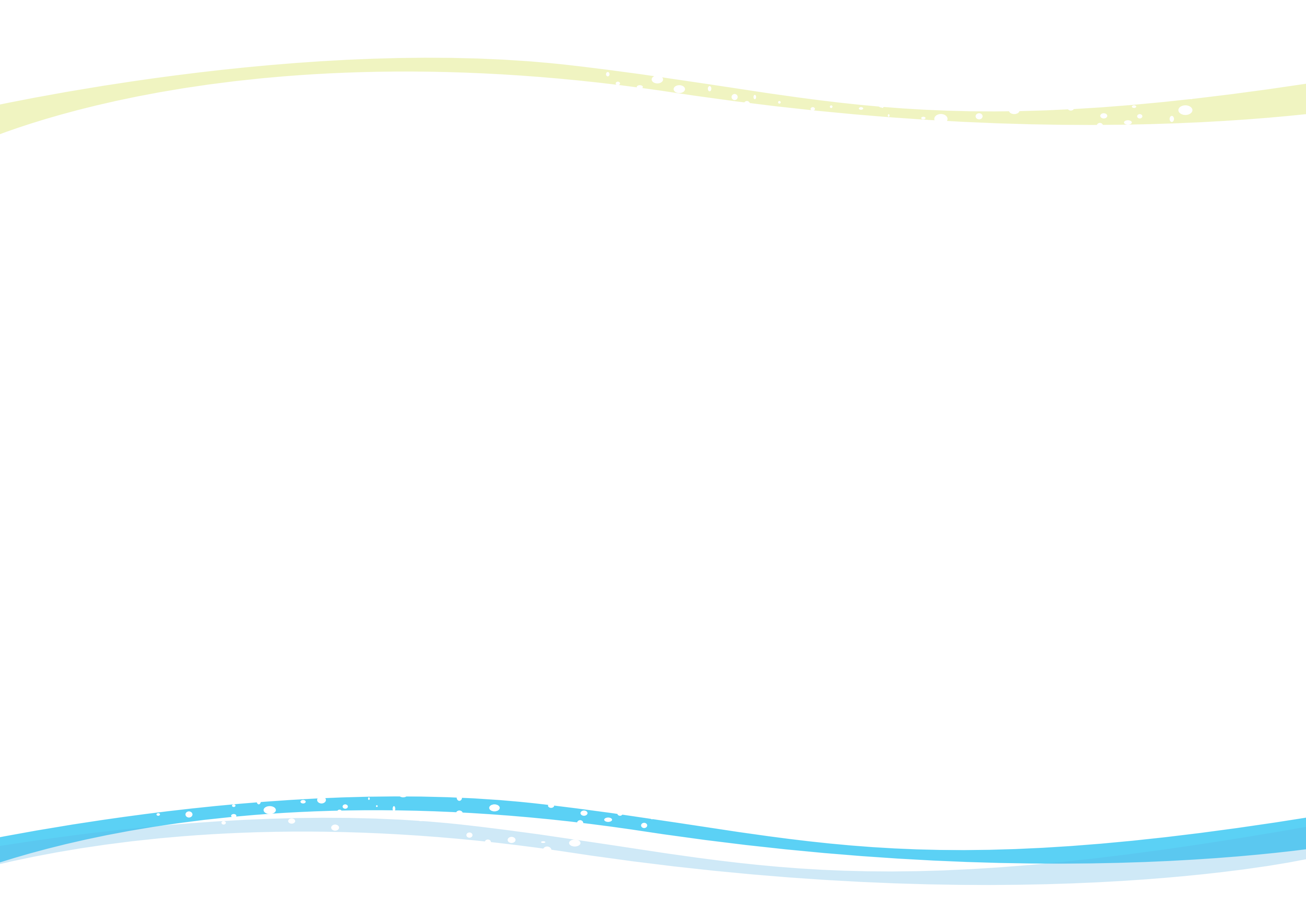




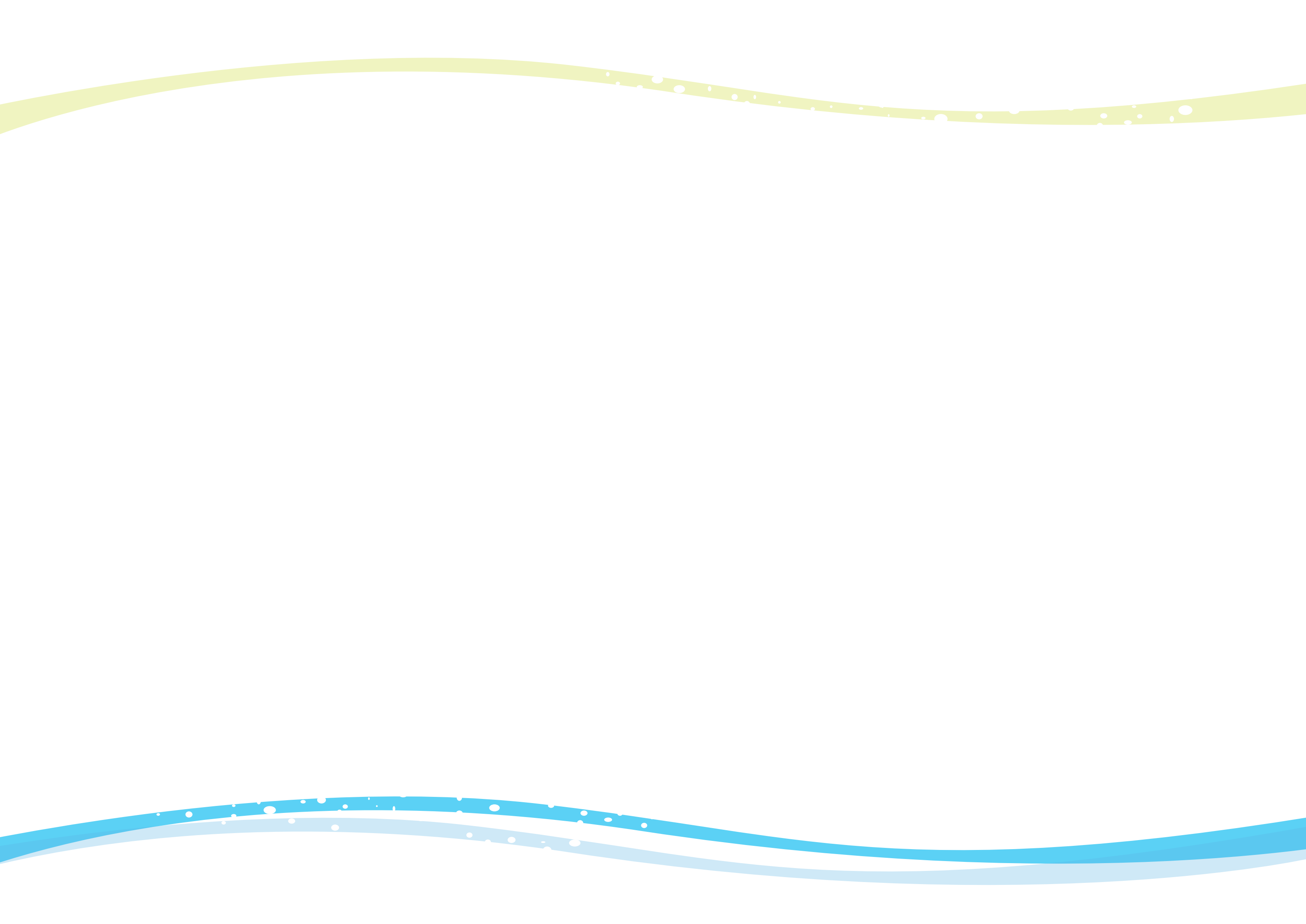
MARIBYRNONG & YARRA RIVERS

Draft water and land access plan



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The Draft Two Rivers Water and Access Plan represents a significant move forward in the long term planning for the sustainable use and development of Melbourne's key waterways, the Yarra and Maribyrnong Rivers.

The plan is the culmination of a number of planning projects that have been lead by Parks Victoria, the Department of Sustainability and Environment and Melbourne Water. These plans have broadly addressed the issues regarding the statutory planning framework along the waterways, river health, river traffic, sustainable dredging, event management and commercial vessel operations. Each of these plans has involved extensive consultation and partnerships with local government, agencies, user groups and the community.

The Draft Two Rivers Water and Access Plan aims to draw all the recommendations of these plans together and provide a consistent approach to optimise safe, equitable and sustainable access to the rivers for a wide range of users. It acknowledges that in providing for access, it is critical that the waterways are protected from an ecological, heritage, cultural and amenity perspective.

Importantly this plan integrates the planning of both the landside public open space and waterways in a holistic manner. This is the first time that planning for the use of these waterways has been undertaken from a water perspective.

A concerted effort by a range of organisations at the state and local government level will be required to ensure the successful implementation of the Access Plan. Community participation and support to refine some of the proposals in the Access Plan will also be required. Mechanisms for the Plan's implementation are currently being investigated in the context of other planning projects undertaken by the Department of Sustainability & Environment and Melbourne Water. Where possible existing forums will be employed to oversight implementation.

I am endorsing the release of this plan for public comment and encourage you to take the time to review the plan and provide comment. Comments are due by 1 December 2007 and should be addressed to:

Parks Victoria

Two Rivers Water and Access Plan
Level 10, 535 Bourke Street
Melbourne, 3000
or email to: tworivers@parks.vic.gov.au

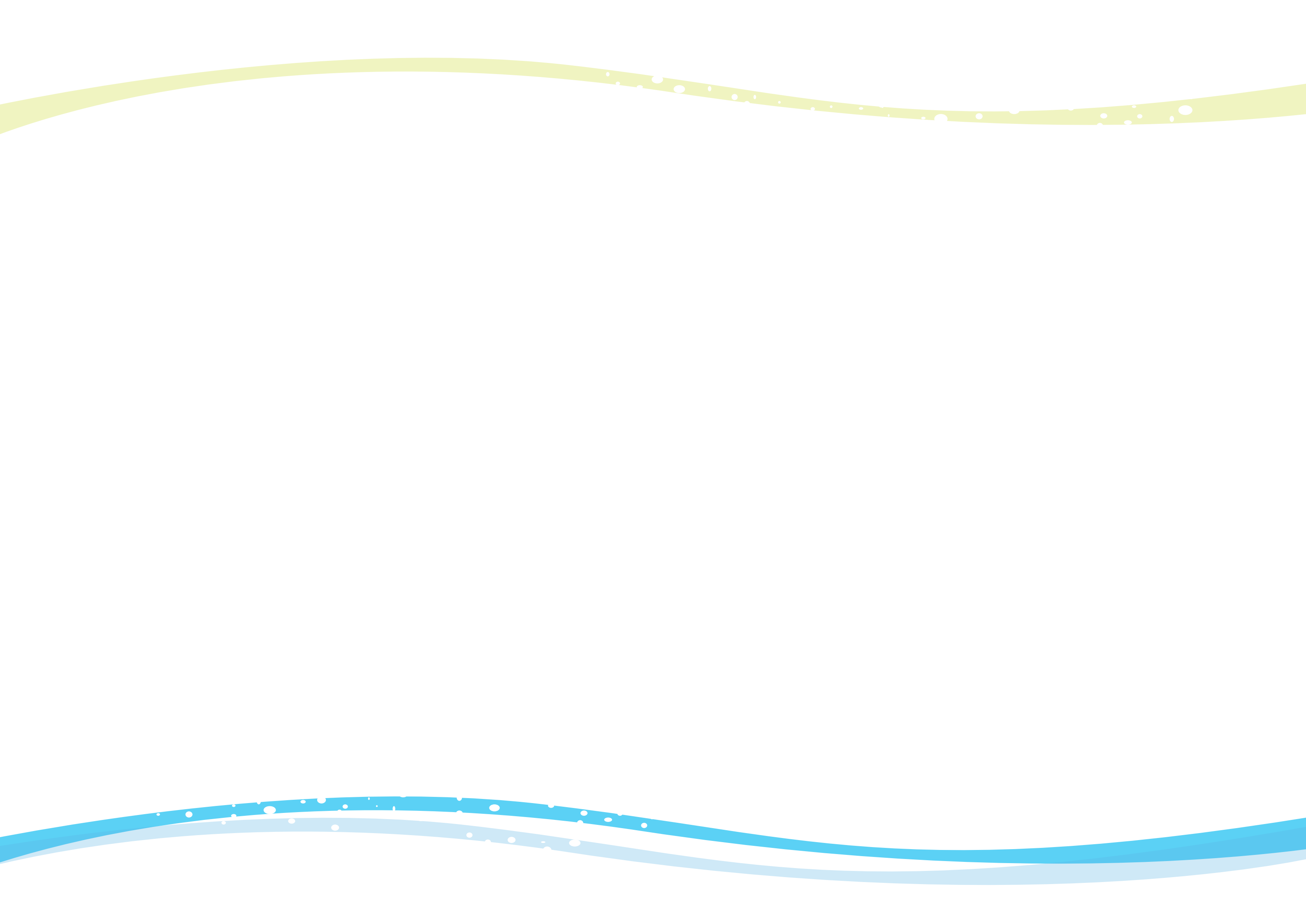
I encourage all river users to contribute their views and ideas to this important initiative.



Gavin Jennings MLC

Minister for Environment, Climate Change and Innovation

FORWARD FORWARD FORWARD





1 Introduction

The Maribyrnong and Yarra Rivers, and the land adjacent to them, are highly valued by Melburnians and visitors alike as part of the city's open space network.

The rivers are recognised for their economic, social and environmental values:

- Economic values: port-related shipping; tourism; and industrial water use;
- Social values: a setting for residences; work places; and recreation and tourism encompassing a wide range of activities including boating, fishing, walking, cycling, picnicking, aesthetic enjoyment, participating in events and as social gathering spaces;
- Environmental values: environmental flows; habitat for aquatic and terrestrial species; and passage of indigenous fish.

While much attention has been paid in the past to developments on the land adjacent to the rivers, relatively little planning has been undertaken for the use of the waterways themselves.

An analysis of recent use trends and activities has highlighted the fact that Melbourne's waterways are finite resources. Demands for their use are resulting in conflicts between users and some stretches of the waterways are reaching capacity for particular activities.

There is a demonstrated need to plan for improved access to Melbourne's two primary rivers and to manage their use to ensure safety and equity for river users and sustainability of the rivers themselves.

1.1 The Two Rivers Project and the Water and Land Access Plan

This *Water and Land Access Plan* ("the Plan") forms a key part of the Two Rivers Project which was initiated in 2003 and brings together key management agencies and the community to develop a shared vision for access to, and on, the Maribyrnong and Yarra Rivers over the next 10 years.

The broad objectives of the Two Rivers Project are to achieve the following:

- Tourism and visitor positioning emphasising the rivers as a primary destination in Melbourne, focusing on quality tourism and recreation products;
- Environmental protection encompassing water quality, noise pollution, bank stability, litter management and vegetation management;
- Heritage and cultural values protection for buildings, bridges and sites;
- Landscape protection for the various settings along the river corridors.

To achieve the vision for improved access both within the context of the foregoing objectives and in accord with the principles of safety, equity and sustainability, the Two Rivers Project focuses on five key outputs relating to river access as follows:

1.1.1 Key Output 1: River Traffic Management Plan

Access to the waterways is required by a range of different vessel types through different stretches of the rivers, during different hours of the day and for different purposes. The interaction between these vessels and with other activities on the rivers such as events can lead to congestion on the waterways or potential conflicts which could have serious consequences. *The River Traffic Management Plan* assessed traffic levels from three perspectives being maritime safety; recreational amenity of boaters; and environmental sustainability in terms of impacts on banks and vegetation. Using projected traffic densities and measuring these against measured and predicted levels of sustainable boating activity, it was possible to determine which stretches of the rivers are already at capacity, which are nearing capacity and which can accommodate greater traffic volumes. Management recommendations were developed to manage traffic levels and issues specific to each river stretch. Given current trends, the capacity of the Rivers to deal with increasing boating activity is likely to be the key issue for sustainability over the next ten years. *The River Traffic Management Plan* provides management directions to deal with these issues, and is discussed further in Part II.

PART 1: OVERVIEW

1.1.2 Key Output 2: Event Management Framework

Access to and on the rivers is important for a variety of reasons, including providing for recreation, social interaction and health and well-being for a diverse mix of people. One key means of providing access is through organised events. These events provide a range of social and economic benefits, and may include rowing regattas, water skiing, dragon boating events and riverside fairs and festivals. Many of these events provide significant profile for Melbourne and represent major celebrations in the City’s annual calendar. The growing demands on the rivers for the holding of events require that they be well planned to minimise conflicts and disruptions to other river users. The Event Management Framework seeks to ensure that events meet the objectives of safety, environmental sustainability, tourism and to accommodate other river users. The Event Management Framework is discussed in greater detail in Part II.

1.1.3 Key Output 3: Commercial Berthing

Commercial passenger boats provide a range of services including ferries, charters, water taxis, scenic cruises and corporate functions facilitating public access to the waterways. The commercial berthing project investigated a range of access issues for these commercial operators including the requirements for dedicated berthing locations to collect and disembark passengers, ticketing facilities, overnight berthing, and locations to conduct back-of-house operations. Support facilities such as repair and maintenance, sewage pump-out and re-fuelling were also investigated. A specific commercial berth licensing project was undertaken to allocate the scarce berthing space. The review of commercial berthing is discussed in greater detail in Part II.

1.1.4 Key Output 4: Dredging

As with many waterways, the Maribyrnong and Yarra Rivers are subject to natural sedimentation which can limit boating access. The rate, location, depth and nature of sedimentation are affected by many, mostly natural, factors. Where sedimentation occurs at sites used to access the river for boating activity, it is likely that dredging may be required to keep a facility operational. Dredging can have environmental and social impacts which need to be carefully managed and can have high financial costs. The dredging project sought to identify the best long term sustainable approach to dredging consistent with the EPA *Guidelines for Best Practice Environmental Management of Dredging*. The principles of avoiding dredging wherever possible and minimising it where necessary are central to the recommended approach. Dredging is discussed in greater detail in Part II.

1.1.5 The Water and Land Access Plan

The *Water and Land Access Plan* has been prepared in consultation with key stakeholder groups, agencies and the general community. It was widely accepted that when it came to planning for future uses, the rivers often “fell between the cracks”.

The Plan draws heavily on the preceding four key outputs in setting the objectives, strategies and actions listed in Part III. It aims to provide a consistent approach and a comprehensive vision for peak bodies, the community and agencies to pursue to optimise safe, equitable and sustainable access to the rivers for the wide range of users. The Plan provides a blue print for the development of new infrastructure, refurbishment or removal of existing infrastructure; for recreational, private and commercial boating management; and for event management. It acknowledges that in providing for access, it is critical that the waterways are protected from an ecological, heritage, cultural and amenity perspective.

The overall framework guiding the conduct of the Two Rivers Project is shown in Figure 1 below.

FIGURE 1: TWO RIVERS PROJECT – VISION OBJECTIVES & OUTPUTS



The study area for the *Water and Land Access Plan* covers the navigable waters of the Yarra River downstream of Dights Falls and of the Maribyrnong River downstream of the rock ford above Canning St Reserve. The Plan considers linkages between the two rivers and Port Phillip including Williamstown in the west and St Kilda foreshore in the east. The rivers also include the Port of Melbourne, a major node for shipping activity that provides a significant economic benefit for Victoria. The study area is shown on the Study Area and Access Zones map on the next page.

For ease of analysis and making recommendations, the study area has been divided into seven zones as follows:

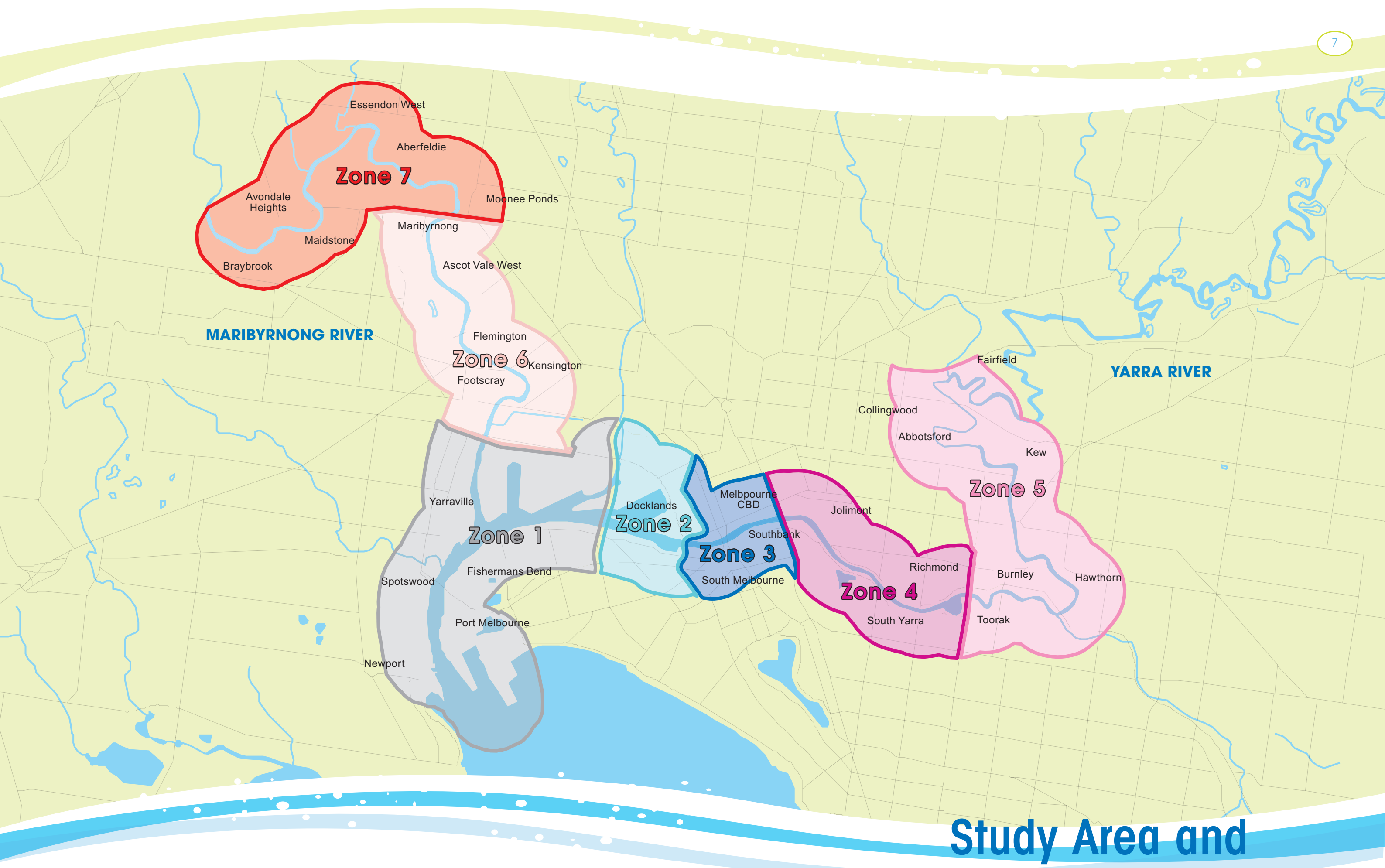
- Zone 1: Port
- Zone 2: Marina Transit
- Zone 3: Commercial / Tourism
- Zone 4: Yarra – Active Recreation
- Zone 5: Yarra – Passive Recreation
- Zone 6: Maribyrnong – Active Recreation
- Zone 7: Maribyrnong – Passive Recreation

1.2 Access Issues

Multiple opportunities exist for river users to access the water and riverside on both the Maribyrnong and Yarra Rivers – for ships, commercial passenger boats, recreational boats, rowing sculls, kayaks, and land-based users such as pedestrians and cyclists, fishers, and attendees at major events. All have their own access issues and requirements.

The need to plan for improved access to Melbourne’s two rivers arises from a number of pressures on these finite resources. These pressures have become more evident in recent years as Melbourne has rediscovered its waterways. Prior to the development of Southbank and Docklands, Melbourne tended to ‘turn its back on’ the rivers. With the recent cultural shift towards valuing the rivers for their waterside amenity, demands on the rivers from residents, workers, tourists, and recreational users have grown considerably and there is evidence to suggest that meeting the needs or wishes of all users may not be sustainable. The increasing pressures on the rivers and their consequences are summarized below.

The Port of Melbourne is the nation’s largest container port handling almost 40% of Australia’s international container trade. The port’s development objectives are to accommodate the projected annual increase in shipping of 6.4% per annum; to integrate



**Study Area and
Access Zones**



environmental, social and economic considerations to ensure the port's long term sustainability; to enhance the capacity of the port; and to maximize the use of existing port resources. The port area from Swanson Dock to Webb Dock is a key connector between the Yarra and Maribyrnong Rivers and between the Yarra River and Port Phillip. Given the expected increase in shipping and the projected increase in other vessel movements through this connector area management strategies are required to ensure efficient use of the water space and safety of all users.

A 400 percent increase in the number of commercial passenger boat trips on the rivers from 1999 to 2004 has meant that there are increasing pressures for access to the scarce number of exclusive berths at Southgate and Princes Wharf, to overnight berths, to support services and repair and maintenance facilities. It has also meant an increasing number of interactions with ships in the port area and with rowers upstream of Princes Bridge competing for use of the same water space. Apart from the commercial berthing at Southgate and Princes Wharf, there are limited facilities at Banana Alley and only short term licences available in Docklands. Pick-up and drop-off facilities are provided along both rivers for commercial operators.

While commercial operators and rowers have tended to separate themselves in time and space (rowers using the rivers early mornings and later afternoons and commercial operators mainly operating through the middle of the day) the growth in popularity of rowing through club activities or school programs is beginning to break down some of this self-regulated separation. At the same time competition between rowers for use of the waterways is growing as schools are seeking to refurbish and expand their existing facilities and other schools are seeking to gain a foothold along the rivers. Some existing launching and retrieval facilities are under pressure because of the poor level of service they provide. At certain times of the day some sections of the Yarra River are at capacity for rowing activities. Another conflict exists between sculls being carried from sheds to the water's edge and pedestrian and cyclists using shared paths running beside the rivers.

The other major growth area in river traffic is in private recreational boating. At the broadest scale the growth in recreational boat use and ownership is increasing at a faster rate than the overall population at around 3 percent per year. The development of new marinas on the Yarra River at Yarra's Edge and within Victoria Harbour and at Burndap Lake ('Edgewater on the Maribyrnong' development) on the Maribyrnong River is a significant driver of the increasing private recreational vessel traffic looking to go upstream on the Yarra, or through the port area to the Maribyrnong River or out on to Port Phillip. The development of Docklands itself as a major boating hub acts as a further drawcard for

private recreational vessels to venture up the Yarra from their home bases on Port Phillip. Other key sources of private recreational boating activity on the rivers are Pier 35 in the port area and the boat ramp at the Warmies in Newport. There are limited opportunities for casual (short-stay) berthing of private vessels along both rivers and these are expected to be more heavily used in the future.

There are also a number of private jetties and moorings along the rivers which generate a low level of boating traffic, although most are concentrated on the Yarra River upstream of MacRobertson Bridge. The size and general appearance of these facilities varies considerably, although most are actively used to moor a vessel and are, in general, in good condition. Apart from the 'clutter' created within the river corridor by such structures, poorly designed or located private jetties can create a navigational hazard for other vessels, and may also cause increased risks during flood events.

Other sources of river traffic which are becoming increasingly popular include dragon boating activities; canoeing; and kayaking. The latter two activities are not well catered for in terms of infrastructure.

With the increase in commercial and recreational boating activity, there are growing demands to provide both additional launching and retrieval infrastructure but also basic services. Within the study area, the boating support services provided are generally limited. The main requirements are for refuelling, sewage pump-out, repair and maintenance. The only refuelling facility in the study area is at Pier 35, while key pump-out facilities are located at Burndap Lake, Pier 35, Docklands, Charles Grimes Bridge, and Princes Wharf.

Other significant constraints on boating include the numerous bridges across both rivers and sedimentation. Bridges across both the Maribyrnong and Yarra Rivers effectively limit the ability of yachts to use the rivers. However, other vessels with a lower air draught, including the commercial passenger boats, can traverse the rivers although consideration needs to be given to tidal variations. Both rivers are subject to natural siltation which can limit access to berths or to some of the channels, notably the Herring Island meander. There are strict environmental constraints that must be met to undertake dredging and it is an expensive operation.

The two rivers are increasingly being used as the location for on-water events which raises some significant access issues. In any given year there are over 100 major events, as well as numerous local events, promoted on both rivers. In 2006 the Yarra River was seen on the world stage as a location for ceremonies associated with the Commonwealth Games and Docklands hosted the Volvo Ocean Race. River-based events are becoming



increasingly popular, more complex to manage and at times present significant capacity and access issues. There are issues of whether all events can be accommodated; whether the risks to participants and stakeholders are adequately addressed; and where events require partial or full river closures for them to be conducted safely, whether they impact on the activities of other river users.

Residential development along the riverbanks creates opportunities for residents to enjoy the river environment, but often results in demands for better public access and puts pressure on the 'open space' associated with the rivers. The most significant recent development in this regard is Docklands which will bring an additional 30,000 residents living on the rivers edge, while the associated marina developments within the Docklands development will attract additional recreational boats. There are inherent conflicts that need to be considered between residential use and other uses such as port activities, commercial passenger boat operations and the noise they might generate, and events which generate large crowds, noise, and litter.

In addition to levels of water based activity, the river bank 'corridors' along the waterways are being used at unprecedented levels for walking, running, cycling, commuting, and fishing. The network of pathways and bridges along the rivers therefore provides important access and connections for adjacent communities and is highly valued. In most locations, the trail network is excellent but there are 'gaps' in the network and conflicts. For example, the Capital City trail is a major commuter trail used by an estimated 1.5 million plus cyclists per year (source: VicRoads Traffic counts), but at Southgate, cyclists must either divert away from the rivers edge, or weave through a popular promenading area. On the Maribyrnong River the lack of pedestrian bridge connections is a constraint on the creation of better walking and cycling circuits and overall accessibility.

Across the entire study area demand for access to existing water and land facilities is increasing and the potential for conflict between users needs to be addressed. Some of the reasons for the increasing use have been identified as increasing recreational boat ownership and activity, increased patronage of commercial passenger services, greater demand for major events, increased activity within the Port of Melbourne, and ever increasing popularity of water sports, such as rowing and kayaking. In addition to the on-water activities, waterfront redevelopment at Docklands and other riverside locations has brought many more people to the water's edge. The banks of both rivers are also popular places for recreational walking and cycling, and are increasingly used as commuter trails for cyclists. All of these access issues create pressure on waterway and land managers and users to achieve a safe, equitable and sustainable environment. The solutions may involve improved behaviour, signage or improved infrastructure. This Plan aims to identify those solutions and optimise access for the wide range of users.



2 Strategic Context

The Maribyrnong and Yarra Rivers are significant physical, social, cultural and economic features of Melbourne. The planning, management and future sustainability of the rivers feature significantly in a number of Government documents. These policies and plans inform the vision for future access and use of the two rivers. Some of the key policy documents are outlined in the following sections.

2.1 Policy Framework

The Government's strategy for the future growth of Victoria, *Growing Victoria Together* (2001), notes as a key policy direction, under 'Protecting the Environment for Future Generations', that 'We will.....maintain healthy, diverse and enjoyable national, State and metropolitan parks, rivers, catchments and marine environments for Victorians.'

Melbourne 2030 (2002) is the key policy for managing the future growth of the City to achieve sustainability. *Melbourne 2030* recognises the need for coordinated planning of river valleys and refers directly to the Maribyrnong and Yarra Rivers. The following initiatives are most relevant:

- Initiative 5.7.2: Extend the 'Chain of Parks' concept by creating four continuous open space links and trails (including) – Maribyrnong River Parklands;
- Initiative 5.7.4: Strengthen current policies and review the adequacy of planning controls relating to the Yarra and Maribyrnong Rivers to ensure long-term protection of open space, conservation values;
- Initiative 5.7.5: Continue adding to the recreation and tourism potential of the Yarra River and Maribyrnong River corridors.

Linking People and Spaces (2002) seeks to achieve a number of key outcomes relevant to the Two Rivers Project. These include "... forming continuous open space links between areas of parkland along Melbourne's ... waterways, particularly ... the Maribyrnong River ...". The strategy also seeks to improve access to major waterways through the provision of recreational and berthing infrastructure at key activity nodes including the lower Yarra and Maribyrnong Rivers.

The *Port Phillip and Westernport Regional River Health Strategy* (2006) outlines priorities for the management of waterways, focusing on river health and the protection of environmental, social and economic values. The strategy places high priority on community enjoyment of rivers and creeks, the need to maximise recreational

opportunities and to restore and improve environmental condition of waterways. The strategy recognises the recreational importance of rivers and creeks, with Melburnians making over 1 million recreational visits to rivers and creeks every year and one in three Melbournians living within one kilometre of a river or creek. The strategy's 5 year program takes into account the Government's '*Linking People and Spaces*' strategy and aims to maximise opportunities for recreation while minimising the impact on the health of rivers and creeks.

Yarra Plan (2002) seeks to integrate the many inner city land use and development opportunities around the Yarra River, to establish and sustain our riverside setting as a popular world class destination in the heart of the city. The design and planning objectives which underpin the Government's Yarra Plan strongly promote active recreation as part of the program of major projects in the central city. This includes provision for new access links between major attractions and activities, and above all, one destination offering many experiences. Yarra Plan provides a comprehensive list of projects that will be generated within and across the following landmark areas: Docklands, Northbank, Southbank, the sports and entertainment precinct, and our inner city parks and gardens. Initial projects include: the new pedestrian plaza at Queensbridge Square; redevelopment of the Kings Way/Flinders Street intersection and surrounding areas; enhancing Northbank's safety and aesthetics; and enhancing access to public transport.

Maribyrnong River Valley Vision and Design Guidelines (2006) presents a whole-of-Government vision and broad objectives for the Maribyrnong valley, as well as design objectives and guidelines with the expectation that they will be introduced into planning schemes of individual municipalities along the river valley. The review has arrived at the following vision:

"A healthy river flowing through a continuous network of open spaces and cultural landscapes that reflect its journey from a natural river to a working river. A river that provides a range of recreation experiences that value local landform and landscape character, and preserve cultural heritage, including significant planting. A river that supports indigenous vegetation and fauna."

The purpose of the *Yarra River Review of Policies and Controls: Punt Road to Burke Road* (2005) is to review the current regulatory and policy context for development in the Yarra corridor and to recommend ways of strengthening planning controls to ensure the ongoing protection and enhancement of the valued qualities of the river corridor. The review is still to be completed.



Yarra River Traffic: managing access Final Report (2001), endorsed by Government, provides policy direction primarily for the management of the commercial passenger boat industry to meet future needs. In summary, the key recommendations contained in the report provide direction regarding the following:

- preparation of a river traffic study to determine river traffic capacity;
- management of commercial passenger boat licensing, berthing and ticketing arrangements to ensure consistency and equity within the industry;
- improving communication with river users;
- establishment of the Yarra River Waterways Committee.

The Tourism Plan for Melbourne's Waterfront (2004) provides strategic direction for the enhancement of the visitor experience and marketing of Melbourne's Waterfront (the Yarra River and its surrounds between Punt Road and Bolte Bridge including Docklands). A key objective is to draw in more visitors to Melbourne's Waterfront by marketing the experiences and services. Importantly the plan highlights the need to improve the linkages between the water and land transport options and enhancement of the products and service delivery. The vision is:

"Melbourne's Waterfront will be Melbourne's focal meeting place and prime leisure precinct, offering internationally renowned high quality experiences in a vibrant and appealing environment".

The *Yarra River Future Directions Plan* (April 2001) addresses the waterway management issues for the Yarra River from Dights Falls to its mouth. In summary the focus of the plan is on balancing overall demands for the recreational, commercial, sporting and event use of the river; ensuring equitable and sustainable access; safety; protecting the heritage and environmental values; and promoting the tourism potential of the river. The *Two Rivers Water and Land Access Plan* is broadly consistent with the *Future Directions Plan* and provides further detail based on research, analysis and more recent developments.

Melbourne Water's *Lower Yarra River Waterway Management Activity Plan* (2002) examined the Yarra River from Dights Falls to Bolte Bridge and focused on issues to do with flooding and drainage, water quality, stream system values and vegetation management. It recommended a 15 year program of works, principally for Melbourne Water to undertake, although Councils were assigned actions relating to their management of waterway open space. The Activity Plan was accompanied by the preparation of a *Weed Management and Vegetation Assessment Report* [Dights Falls

to Church Street] (Biosis Research, 2001). This document provided detailed guidance to Melbourne Water about weed control and vegetation management and is used as a guide for preparation of works programs along the lower Yarra River.

Melbourne Water is also preparing a Waterway Management Activity Plan for the Maribyrnong River which is due for release in 2007. The study area takes in all of the Maribyrnong River, plus Jacksons Creek from the upstream limits of the Organ Pipes National Park to the Maribyrnong River confluence. The Plan will present a comprehensive picture of the rehabilitation needs of the Maribyrnong River and is likely to be the most important Plan for the protection and improvement of the stream corridor in the last 25 years. Like the Lower Yarra River Waterway Management Activity Plan, it will cover key areas of flooding and drainage, water quality, stream system values and vegetation management and make recommendations, directed mainly to Melbourne Water, about future works to be undertaken over the next 15 years. The Plan has already prompted preparation of a Project Concept Plan for works along the Maribyrnong River frontage downstream of Raleigh Road and at the Flemington Racecourse and Footscray Park frontages.

The State Environment Protection Policy (Waters of Victoria), Schedule F7 (Waters of the Yarra Catchment) (1999) "... provides a legal framework for State and local government agencies, businesses and communities to work together to protect and rehabilitate Victoria's surface water environments." Specifically it defines the beneficial uses of the waterways as being for passage of indigenous fish, maintenance of indigenous riparian vegetation, water based recreation (eg water skiing, boating, fishing, aesthetic enjoyment), industrial water use, and navigation and shipping. It provides for regulation of activities to ensure that they are managed and undertaken so they do not pose an environmental risk to beneficial uses.

Under the *Yarra Action Plan* (2006) the State Government will invest around \$600m over 20 years to secure a healthier Yarra River. The Action Plan will deliver long-term, sustainable improvements in the Yarra's water quality, environmental health and amenity by: improving the quality of water in the Yarra by reducing stormwater pollution, agricultural run-off and litter, improving sewage management, and targeting key pollutants through research, investigations and planning; introducing an environmental water reserve to ensure flows are available to enhance river health; improving governance of the Yarra by establishing an independently chaired Yarra Coordinating Committee; undertaking monitoring and research to improve understanding, and involving the community in river health projects and providing better information to the community.



2.2 Local Government Municipal Strategic Statements

There are seven municipalities within the study area being the Cities of: Boroondara, Hobsons Bay, Maribyrnong, Melbourne, Moonee Valley, Stonnington and Yarra. Each council has prepared a Municipal Strategic Statement (MSS) as part of their planning scheme. The MSSs encapsulate the community values for the entire municipal area and provide direction for the planning and development within it.

The importance of the waterways to the local communities as prominent natural features, valued open space, linkages (shared paths), and conservation and tourism assets is expressed throughout the MSSs. More emphasis is placed on tourism in the lower reaches of the rivers. The following extracts from the MSSs illustrate the policy directions:

- “Reinforce the Yarra River Corridor as the key ecological and open space spine” (City of Yarra);
- “Create high quality linear open space systems with safe and attractive pathways along the full length of the Maribyrnong River ...” (City of Maribyrnong);
- “The City’s waterways are a major lifestyle asset ...” (City of Moonee Valley);
- “... linear open space networks are among the City’s greatest assets.” (City of Boroondara);
- “Create attractive new open space, arts, and tourism activity along the Maribyrnong River.” (City of Maribyrnong);
- “Promote the Docklands waterfront as a tourism and leisure destination of State significance.” (City of Melbourne);
- “To protect and enhance the natural capital, amenity and attractiveness of ... the Yarra and Maribyrnong Rivers ...”; “To improve water quality in waterways and the Bay”; “To promote water transport for recreational use...” (City of Melbourne);
- “... Williamstown ... be important water transport terminals and tourism nodes ...” (City of Hobsons Bay);
- “... the protection of waterways and the enhancement of public open space.” (City of Stonnington).

2.3 Port of Melbourne Planning Scheme

According to the *Port of Melbourne Planning Scheme – Strategic Framework* (2006) “The Port of Melbourne is a key driver of sustainable economic growth by being the best performing and best connected port in Australia”. The development of the port has significant impacts in the adjoining Municipalities and it seeks to address these by creating and enhancing open space and landscape features along the rivers; and maintaining “... appropriate access upstream for river users and water based activities in Victoria Harbour”. The framework notes that “This expectation for increasing recreational opportunities (both land and water based) needs to be balanced against the Port’s need to ensure its continued safe and efficient operation.”

2.4 Legislative Framework

The following Acts are the main legislative tools that apply to the management of activities and developments addressed in the Two Rivers Project:

- Water Industry Act 1994;
- Marine Act 1988;
- Crown Land (Reserves) Act 1978;
- Port Services Act 1995;
- Maritime Transport Security Act 2003 (C’wealth);
- Environment Protection Act 1970;
- Coastal Management Act 1995;
- Heritage Act 1995;
- Archaeological and Aboriginal Relics Preservation Act 1972;
- Aboriginal and Torres Strait Islander Heritage Act 1984;
- Planning and Environment Act 1987.
- Aboriginal Heritage Act 2006;
- Native Title Act 1993.



3 Access Vision

The Yarra and Maribyrnong Rivers are central to Melbourne's amenity and character. Forming a water-based link connecting Melbourne's eastern suburbs and north/north-western suburbs with the Central Business District (CBD) as the linchpin, meeting in one of the busiest ports in Australia, and providing access to Port Phillip, the rivers connect people and places and are in themselves key destinations. The rivers instill a strong sense of ownership in the community and are valued by the thousands of Melburnians who live and work along the rivers and by locals and tourists alike who recreate on the water and the adjacent areas.

The rivers are important connectors at a physical and a social level through the provision of opportunities for recreation and tourism. Key to the enjoyment of recreation activities such as rowing, kayaking, sailing, boating, fishing, walking, cycling, and picnicking and the enjoyment of tourism pursuits like ferry rides, scenic cruises or attending a major event on or nearby the rivers, is the way in which the natural environment is managed and the landscapes and heritage along each river corridor are protected.

In addition to the important social and environmental drivers, the access vision for the Maribyrnong and Yarra Rivers acknowledges the significant role of the rivers in facilitating the activities of the Port of Melbourne Corporation which make a major contribution to Victoria's economy.

The vision for access must ensure safe experiences for a range of users and activities on the one hand and protection of the rivers' natural and cultural assets to ensure sustainability for the future on the other.

A shared vision for the two rivers:

- The Yarra and Maribyrnong Rivers will be places where safe and equitable access for water-based activities and adjacent land-based activities is provided to enhance the experience of a wide range of users.
- Sustainability of the rivers will be encouraged by all users through protecting and enhancing environmental, heritage and landscape values.
- Improvements to existing facilities and new infrastructure, both water and land-based, will contribute to the amenity and experience of the users. These improvements will minimise impacts on environmental values and on the operations and growth of the Port of Melbourne.

This vision for the two rivers is encapsulated in the following Concept Plans which show, in a spatial form, the proposed developments, by theme, to facilitate access to and on the rivers over the next ten years.



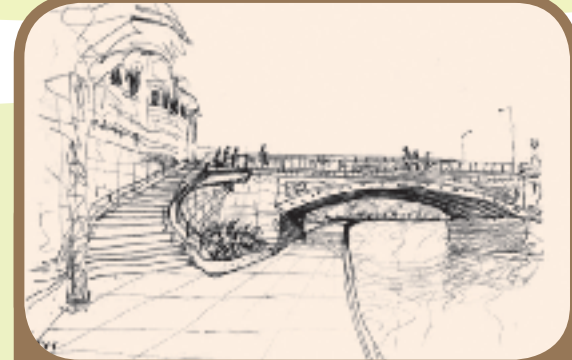
Waterfront City, a key commercial and recreational boating destination within Docklands with major tourist attractions such as the Melbourne Eye



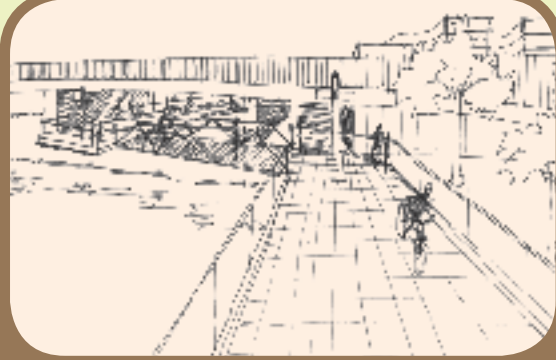
Connecting the emerging destinations within Docklands with the Yarra River tourism precinct through the provision of water taxi berths at key destinations



Proposed Banana Alley landscaping



Proposed Flinders Walk/Princes Bridge linkages



Proposed Charles Grimes Bridge underpass



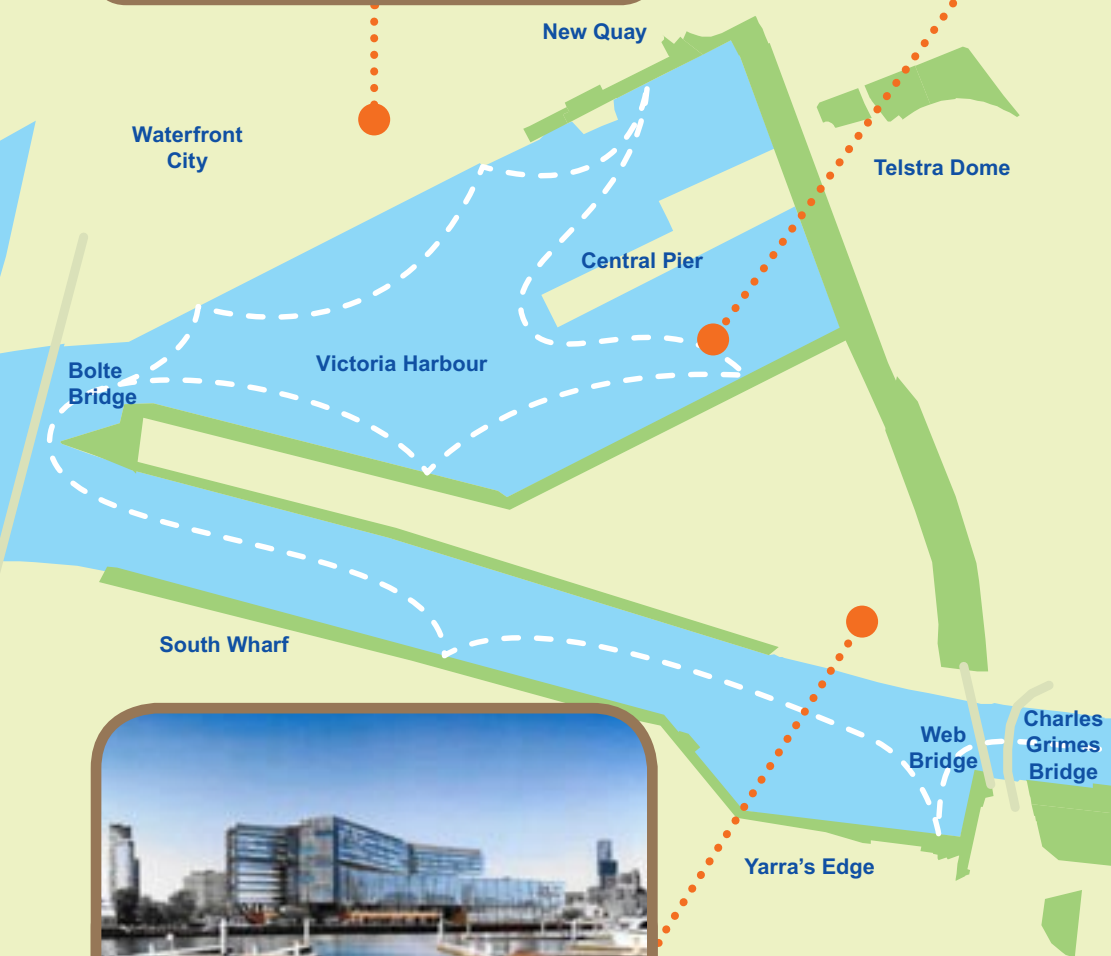
Investigation of an upgrade of the Boathouse Drive rowing landing to a contemporary standard to support this location as a key rowing precinct on the Yarra River



Proposed World Trade Centre north wharf upgrade



Melbourne Convention Centre development site including proposed public access across the river and commercial vessel berthing access

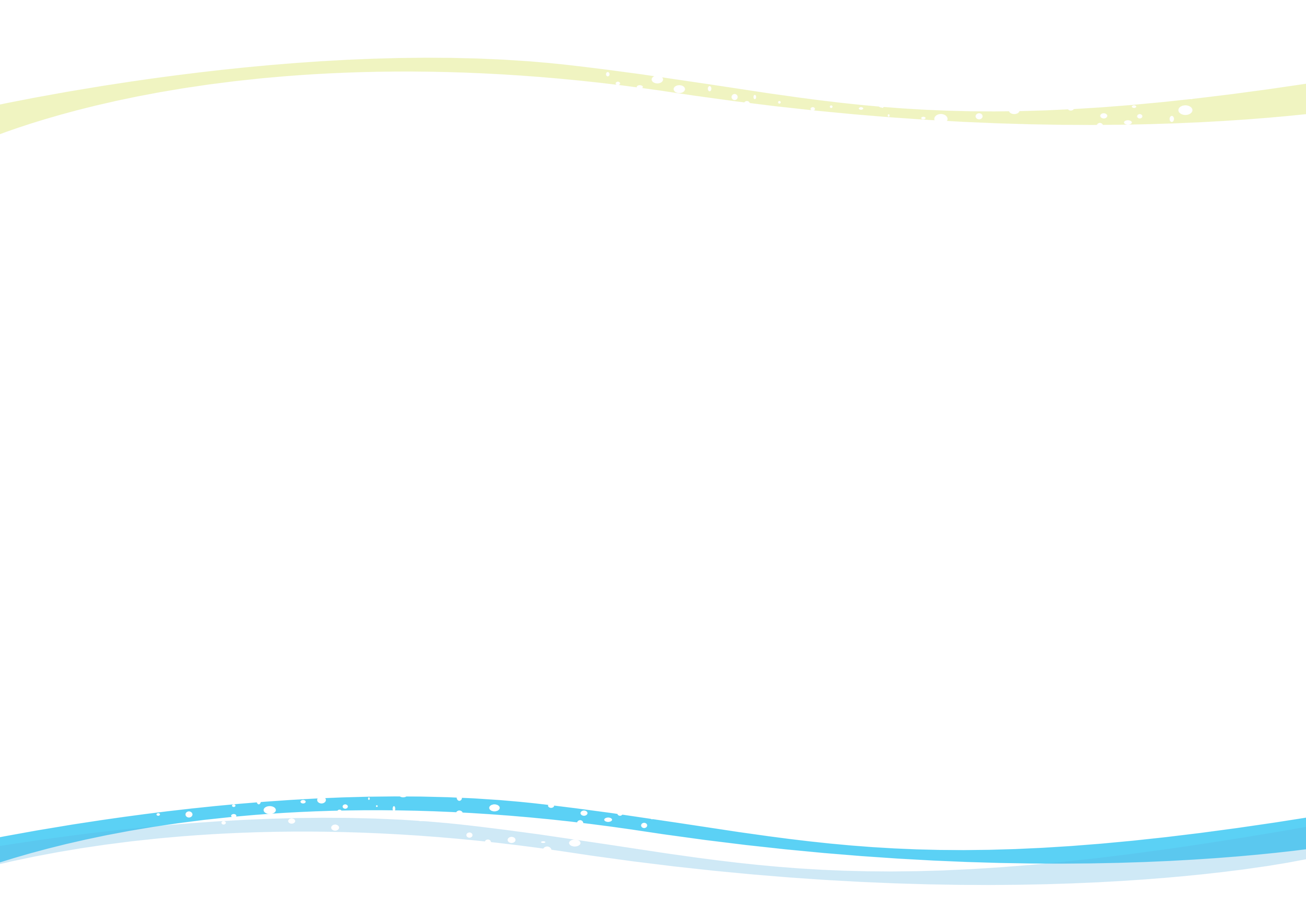


Significant commercial developments such as the ANZ Bank development within the Docklands precinct revitalising and activating the water and land interface

Concept plan: Yarra



Concept plan: Maribyrnong





4 Strategic Management Directions

The strategic context for the Plan is reflected in three strategic management directions i.e. for tourism; recreation; and environment, heritage and landscape. These three themes are derived from policy context documents, and through the consultative process undertaken.

4.1 Tourism

The Maribyrnong and Yarra Rivers provide an opportunity to experience different aspects of Melbourne from the water by connecting a range of tourist destinations and varied river settings. The water-based tourism opportunities are provided by a number of services including scenic cruises, dining cruises, ferry services, water taxis, gondolas, and private charters.

The tourist experience on the Maribyrnong and Yarra Rivers is extremely diverse, and may include accessing major events by water such as the Spring Racing Carnival at Flemington, watching the AFL at the Telstra Stadium or the MCG, the tennis at Rod Laver Arena, and in 2006 there were the added attractions of the Commonwealth Games and the Volvo Ocean Yacht Race.

Apart from these major event opportunities, there are many major tourist destinations that can be accessed by river. On the Yarra River these include: the Sports Precinct including Melbourne Park and Olympic Park, Royal Botanic Gardens, Federation Square, Southgate, Crown Casino, Melbourne Aquarium, Melbourne Exhibition Centre, Melbourne Maritime Museum, Docklands and ScienceWorks. Melbourne's Waterfront, from Punt Rd downstream to Bolte Bridge is being promoted as a focal meeting place and prime leisure precinct, offering internationally renowned high quality experiences in a vibrant and appealing environment. Destinations along the Maribyrnong apart from Flemington are more local in nature including: Henderson House, Footscray Arts Precinct, Footscray Park, Anglers Tavern, Boat House Café, and Poyntons Nursery. Likewise the Maribyrnong is being promoted as a place of learning and culture, social interaction, vitality, excitement and fun.

In addition to the destinations themselves there is the experience of the tranquil riverside settings in the upper navigable sections of both rivers, the parklands further downstream on both rivers, and the views afforded of the CBD and the industrial port area. Heading out to Port Phillip there are many destinations, including the Williamstown waterfront, and St Kilda in the top end of the Bay.

In addition to the many existing destinations along both rivers, new destinations are currently being planned or developed which will provide further opportunities for tourism and

access by water and to showcase the natural beauty of each river. Included among these are the Melbourne Convention Centre, the redevelopment of the World Trade Centre, and the new ANZ Headquarters on the north bank of the Yarra River downstream of Charles Grimes Bridge. It is important that the planning for these new developments looks at the integration of the landside facilities with the opportunities for connections to the water whether for pedestrians and cyclists, or for boating activity either commercial or recreational.

The key strategic management directions for tourism are to:

- Continue adding to the tourism potential of the Yarra and Maribyrnong River corridors, particularly in their lower reaches, in a safe, equitable and sustainable manner;
- Continue forming continuous open space links between areas of parkland along these waterways;
- Continue to improve pedestrian/cycling access along and, where appropriate, across the rivers;
- Continue to improve facilities along the rivers and investigate Assisted Disabled Access;
- Improve access to these waterways through the provision or upgrade of berthing infrastructure at key activity nodes;
- Improve the linkages between the water and land transport options;
- Support a sustainable commercial passenger boat industry;
- Enhance river-based products and service delivery;
- Promote the Docklands waterfront as a tourism destination of State significance;
- Promote the linkages between the tourist destinations on the rivers, particularly Docklands, and those on the waters of Port Phillip;
- Promote the staging of major events on the rivers at appropriate locations;
- Integrate appropriate water-based tourism opportunities in riverside development proposals where feasible;
- Ensure that proposals that increase tourist river traffic do not exceed the capacity of the rivers for safety, amenity and environment;
- Promote the arts, cultural, landscape and environmental experience of the rivers as tourism opportunities;
- Achieve an equitable balance between tourism and other activities and where possible eliminate any potential conflicts.



4.2 Recreation

While there is some overlap between tourism and recreation, there is a whole range of other leisure activities which take place on and along the rivers and which contribute to the quality of life for Melbourne residents and workers. Key recreational pursuits include rowing, kayaking, canoeing, dragon boating, private recreational boating, sailing, fishing, cycling, walking, jogging, picnicking, dining, shopping, visiting attractions, participating in local events and sightseeing. Many of these recreational activities occur along the length of both rivers, while others are more localised depending on the nature of the activity and the supporting infrastructure and access required.

In terms of recreational activity, while each river has a very different environment, the general 'patterns' of recreation activity are similar. That is, the upper reaches of each river are generally promoted for more passive recreational use, while further downstream, increased levels of activity and a greater mix of vessels are to be expected.

Many of the strategic management directions for recreation are similar to those for tourism:

- Continue to support and add to the recreational use of the Yarra and Maribyrnong Rivers in a safe, equitable and sustainable manner;
- Continue forming continuous open space links between areas of parkland along these waterways;
- Continue to improve pedestrian/cycling access along and, where appropriate, across the rivers;
- Continue to improve recreational ancillary facilities along the rivers and investigate Assisted Disabled Access;
- Improve access to these waterways through the provision or upgrade of recreational and berthing infrastructure at key activity nodes;
- Improve the linkages between the water and land transport options at strategic high traffic areas where feasible;
- Promote the Docklands waterfront as a leisure destination of State significance;
- Promote the linkages between the rivers and Port Phillip to facilitate private recreational boating opportunities;
- Allow the staging of local events on the rivers at appropriate locations where capacity allows;

- Integrate appropriate water-based recreation opportunities in riverside development proposals where feasible;
- Ensure that proposals that increase recreational river traffic do not exceed the capacity of the rivers for safety, amenity and environment;
- Promote the arts, cultural, landscape and environmental experience of the rivers as recreational opportunities;
- Achieve an equitable balance between recreational and other activities and where possible eliminate any potential conflicts.

4.3 Environment, Heritage and Landscape

The rivers provide a unique setting for Melbourne, and the environmental, heritage and landscape values of the river corridors need to remain at the forefront of future planning endeavours.

Access to the rivers provides an opportunity to enjoy these values, but may also threaten them if inappropriately managed. Increased river usage impacts on the environmental health of both rivers. Among the impacts that affect the environmental amenity and health are rubbish being washed or thrown into the water, oil spillage from boats, and inappropriate pump-out practices.

Informal tracks to the water for fishing access and wash from motorboats have contributed to the erosion of riverbanks. Vegetation along the riverbanks is highly modified with few indigenous species remaining. Riverbanks are mainly composed of manicured lawns with scattered trees, many of which are exotic species.

An issue of ongoing community interest and debate is the quality of water in the rivers. While this Plan does not provide direction on this, the Yarra Action Plan (2006) clearly notes that improved water quality will improve the experiences of those using the river, as well as a range of ecological outcomes. This Plan does however aim to minimise any risks to water quality from commercial, recreational and other activities on and adjacent to the rivers in terms of encouraging pump-out provision and use and enforcement of EPA requirements for noise, air and water pollution abatement.

Yarra Bend Park, one of the few remaining areas that has a large range of indigenous species, is one of the icon parks of inner Melbourne, and is located at the upper reaches of the study area. This parkland area is highly used for recreation, but also provides a large area of natural habitat at the river's edge. Other major parklands along the Yarra



include Birrarung Marr, Alexandra Gardens, Royal Botanic Gardens, Herring Island, Como Park, and Burnley Gardens. The Maribyrnong River also has a number of significant parkland environments, such as Footscray Park, Pipemakers Park, Fairbairn Park, the Steele Creek confluence area, Maribyrnong Park, Aberfeldie Park, the Tea Gardens and Canning Reserve.

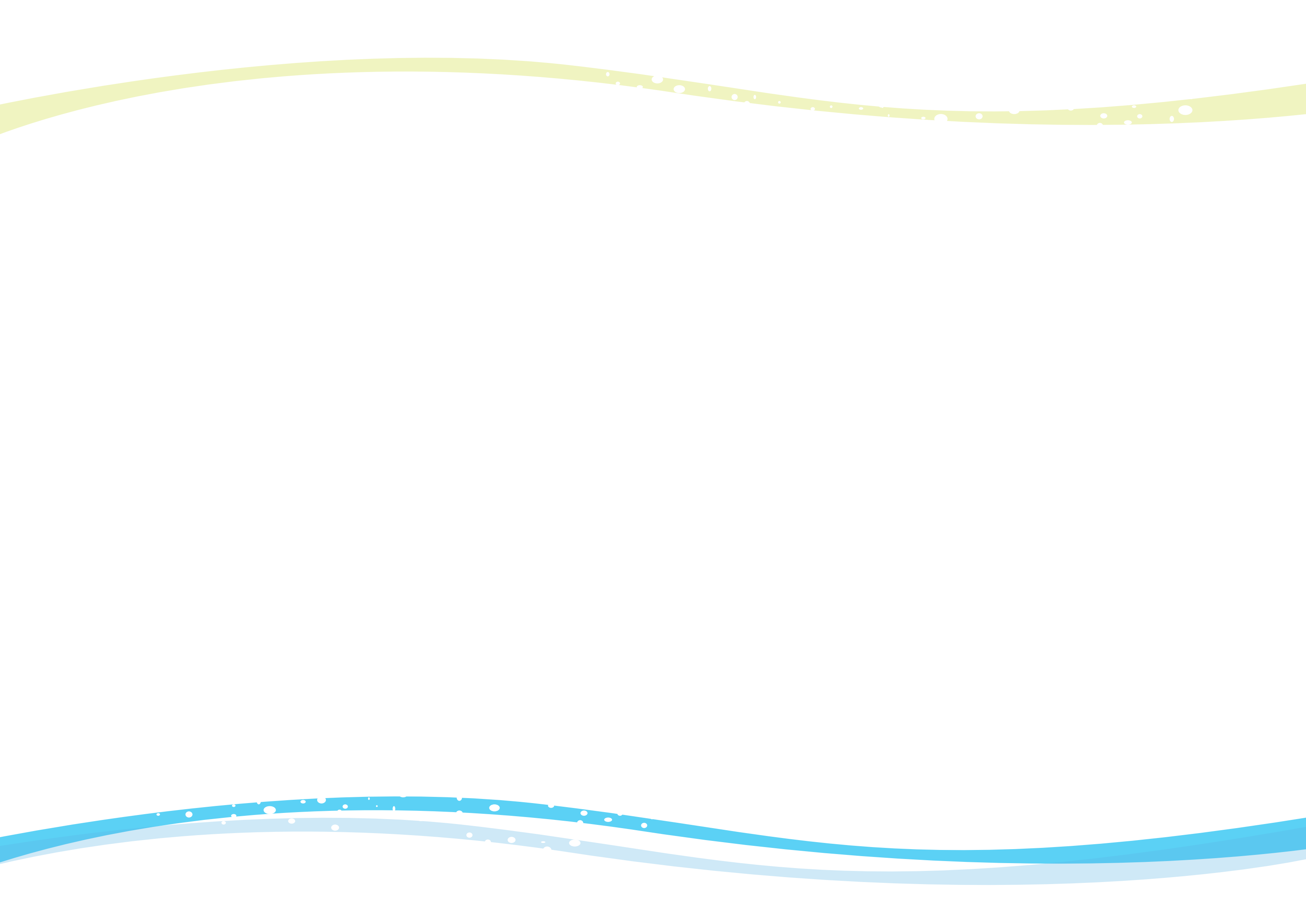
Heritage features themselves have become a key part of the visitor/tourist experience along the rivers including within the Port of Melbourne, with attractions such as Dights Falls, the many bridges crossing each river, the Turning Basin, South Wharf, Footscray Wharf, Henderson House, Jacks Magazine, the heritage values associated with the Maribyrnong Defence Site, and a number of significant riverside buildings, some of which are associated with the navigational heritage of the rivers. The rivers are known to have been significant places to local Aboriginal clans and there are records of significant scar trees, stone scatters and other Indigenous cultural sites.

The rivers are major landscape features affording views to surrounds, and an opportunity for people to enjoy a relatively peaceful setting in the heart of the city. In addition to the physical characteristics of the landscape along each river, the tranquil ambience in the upper reaches of the two rivers is an important characteristic of the setting.

The key strategic environmental management directions from an access perspective are as follows:

- Provide pump-out facilities at key boating activity nodes;
- Provide refuelling facilities at appropriate locations to reduce environmental risk;
- Conduct compliance operations to enforce noise and air emission controls;
- Implement protocols for appropriate noise muffling devices for commercial craft;
- Enforce existing regulations on loud music on cruise boats upstream of Herring Island on the Yarra River;
- Ensure that any dredging operations are in accord with the EPA's *Best Practice Environmental Management Guidelines for Dredging*;
- Provide fishing platforms in popular fishing areas to reduce bank erosion and vegetation damage;
- Use bank vegetation to reinforce habitat and bank stability;
- Support planting programs to manage appropriate visitor/bank access;

- Control weeds in the riparian zone and undertake revegetation or regeneration to rehabilitate stream margins to a more natural appearance;
- Undertake more intensive litter trapping at or near source in the catchments of tributary drains and streams to reduce litter volumes in the lower Yarra and Maribyrnong Rivers;
- Enforce the 5 knot speed limit to help reduce boat wake and its impact on river banks;
- Encourage use of low wake vessels;
- Support the responsible agencies/landowners in maintaining rock facings and vegetation to reduce erosion;
- Retain existing maintenance regimes for the control and removal of litter from the waterways;
- Ensure river infrastructure is designed to minimise the entrapment of litter;
- Ensure that all development proposals are assessed for their impact on European and Indigenous cultural heritage;
- Ensure that all development proposals are assessed for their impact on landscape values of the river corridors.





Introduction

As stated in the Introduction the purpose of this Plan is to improve planning for access to the Maribyrnong and Yarra Rivers and to manage their use to ensure safety and equity for river users and sustainability of the rivers themselves. The Plan brings together key management agencies and the community to develop a shared vision for access to, and on, the rivers over the next 10 years. This access vision aims to ensure that the two rivers are places of safe and equitable access. It also seeks to ensure the sustainability of the environmental, heritage and landscape values of the rivers while improving existing and developing new infrastructure and facilities. Protecting the operation and growth of the Port of Melbourne is a key priority.

The previous section set out the strategic management directions for tourism, recreation and environment, heritage and landscape to assist in achieving the vision. Within this broader strategic framework, the Two Rivers Project looked in more detail at four key operational issues which have implications for access on the rivers i.e. river traffic, event management, commercial berthing and dredging. Each of these operational issues is described in this section of the Plan and management directions relating specifically to access are established for each issue.

5 River Traffic Management Plan

The Maribyrnong and Yarra Rivers and Port Phillip are a major focus of commercial and recreational activity in Melbourne. Australia's busiest container port, commercial tourist operators, private motorised boats and recreational rowing shells share use of a finite area of water. Activity on the water is forecast to increase 50 to 70 percent for most river traffic types by 2015. The two rivers have limited capacities to accommodate more traffic due to their narrowness and existing levels of use. The challenge for traffic management is to balance the competing interests of users of this limited resource, while maintaining the many commercial, social and environmental values of the waterways.

To address this challenge, the River Traffic Management Plan has established methods for defining the capacities of the Yarra and Maribyrnong Rivers by using a Level of Sustainable Activity (LSA) framework for defining the relationship between traffic densities and the safety and amenity of users and the impact on bank erosion.

The results of the study indicate that the greatest potential problem is on the Yarra River, upstream from Charles Grimes Bridge through

the 'Commercial Tourist Zone' and the 'Active Recreation Zone'. In these stretches of the Yarra, users already note that river traffic is at or nearing capacity at peak periods of use. While many users (mainly rowers and commercial operators) are voluntarily attempting to manage conflicts by separating themselves in time and space, as the river reaches capacity these measures are unlikely to allow sustainable management of water space for river users. Options to address these issues include formalizing the separation between incompatible uses on the river and considering 'disincentives' to motorised use entering the upper stretches of the Maribyrnong and Yarra Rivers, by avoiding development of infrastructure for motorised vessels in these stretches. In addition, the management of events is required to ensure that other river users are accommodated as much as possible, either through partial river closures or the timing of events. Managing river traffic and motorised vessel use is especially critical in areas of high bank erosion on both the Maribyrnong and Yarra Rivers.

Some of the key challenges addressed in the River Traffic Management Plan include:

- The key rowing precincts are at capacity in the early morning and afternoon, particularly on the Yarra River;
- Conflicts between rowers and commercial operators in the Active Recreation and Commercial Tourism Zones are of greatest concern;
- Conflicts between rowers (particularly inexperienced rowing teams) and commercial ships in the Port Zone pose significant safety and navigational issues for rowers;
- The projected growth in recreational traffic needs to be managed;
- Improved tools to monitor and manage river traffic levels, including regulatory and voluntary tools are needed;
- Incident reporting (such as near misses and collisions) needs to be improved to allow action to be taken in stretches of the river where most incidents are occurring;
- Communication to river users' needs to be improved e.g. by the establishment of a river users' forum to review any emerging issues or conflicts.

The key management directions for river traffic management are set out in the following section.

PART II: MANAGEMENT DIRECTIONS

5.1 Management Directions

- Balance the often competing and growing demands of a diverse set of different types of boating users to provide safe and navigable waterways;
- Maintain and enhance the significant commercial values of the waterways in terms of the operation of the Port of Melbourne and commercial tourist operators;
- Change river user behaviour through implementation of a comprehensive compliance (education/information/enforcement) plan for the Two Rivers;
- Facilitate the integration of riverside development with river traffic capacity;
- Limit the development of destinations within the Passive Recreation Zones on both rivers to manage use by motorised vessels;
- Encourage future expansion of rowing activity away from zones currently at capacity to alternative locations;
- Consolidate any new facilities for shared use and where feasible consolidate existing facilities;
- Continue to inform river traffic management decision-making through development / refinement of appropriate monitoring and management tools including the river traffic model.

6 Event Management Framework

The Maribyrnong and Yarra Rivers (including Victoria Harbour) provide an important setting for a number of events that range from local to international importance. These events continue to attract and entertain hundreds of thousands of visitors each year. Events include rowing regattas, Moomba, sailing and fishing events, New Year fireworks, waterskiing and wakeboarding, dragon boating races, canoeing and kayaking, and power boat and personal water craft demonstrations.

Given the number of people that attend these events, the profile they provide the City, and the opportunity to showcase the waterway environment to the local and international community, ensuring these events are well managed and that appropriate access is provided is an important outcome.

A successful event is most likely to be one that is well planned, and maximises enjoyment of the event for those involved, while minimising the impact on the daily lives of other people, including commercial operations on the rivers.

In the past, the process to approve and manage an event has been ad hoc. Recognising the need for a more efficient system, an Event Management Framework (EMF) has been developed to create a calendar of events and evaluate event proposals. Given the large number of events held each year, and the need for coordination, an 'Expression of Interest' process is run twice a year to manage the mix of events in the annual calendar. Once an event is conditionally listed in the calendar, event organisers are required to submit an Event Application Form which among other things requires an assessment of marine safety risks and an assessment of environmental and cultural risks. Other key components of the Application Form include a Safety Plan, Communications Plan and Public Liaison Program.

Another key component of the EMF is the Event Management Precincts document which divides the two rivers into twenty three precincts and provides guidance on the types of events that are suitable within each precinct from a safety, environmental and amenity perspective. The criteria determining suitability of events include: physical characteristics of the rivers including river width and length of straight stretches; adjoining land uses; nature of the river banks (hard structures or soft banks); requirements for access to marinas and access by commercial operators; wash impacts on moored vessels, river banks and habitat; access for rescue vessels; provision of egress from the water; and shipping movements.

Whilst most events are centred on areas of high public activity (Federation Square and upstream to Swan St Bridge, Waterfront City and the Melbourne Exhibition Centre) some areas of the river are unsuitable for certain types of events. Events in the Commercial/ Tourism Zone would cause conflicts with the commercial boating industry while events in the Port Zone would cause disruption to port-related activities. Events in the Active Recreation Zone on the Yarra River need to be carefully managed because of their potential to impact on rowers and commercial operators. The Maribyrnong, Yarra and Docklands are home to thousands of local residents who work, live and play along the river, and the impact of an event on them needs to be considered. The upper reaches of both rivers are assessed as being suitable primarily for passive events involving rowing, canoeing/ kayaking, and dragon boating/outrigger.

6.1 Management Directions

- Recognise events as a key tourist and cultural feature of the rivers, ranging from local to international significance, and protect key event spaces on the rivers from incompatible development;

- Mitigate risks to the safety of event participants and spectators;
- Ensure the protection of river values from the potential impact of events;
- Promote quality tourism / recreation experiences through event activities;
- Where possible, accommodate other river users, recognising their commercial interests, and reduce impacts on river neighbours;
- Recognise the constraints within the Port Zone for holding events.

7 Commercial Berthing

The operation of commercial passenger and tourist services allows many people to experience the Maribyrnong and Yarra Rivers. A recent review of commercial operations, noted that commercial boating services are expected to grow, particularly in the hospitality and event service markets. It is conservatively estimated that currently the commercial boating industry contributes \$10.1 million to Victoria's economy and generates approximately 180 jobs.

A variety of services are currently in operation on both rivers providing shuttle services, ferries, charters, water taxis, scenic cruises, dining cruises and corporate functions. Destinations that commercial operations currently service include the Royal Botanic Gardens, Southbank, Federation Square, Melbourne Exhibition Centre, Crown Casino, the Aquarium, Victoria Harbour, Flemington Racecourse, the Angler's Tavern, and Williamstown. Commercial passenger trips on both rivers have grown from 10,000 in 1999 to nearly 40,000 in 2004. This growth is expected to continue over the next 10 year period. While this growth is significant, demand is very seasonal, and a key issue is to ensure that there is sufficient capacity in the industry to provide for warmer seasons and events such as the Spring Racing Carnival, AFL Grand Final and the Australian Open Tennis Tournament.

The *Yarra River Traffic: managing access* (2001) report, endorsed by Government, provides policy direction primarily for the management of the commercial passenger boat industry to meet future needs. Some of the key recommendations contained in the report provide direction regarding the management of commercial passenger boat licensing, berthing and ticketing arrangements to ensure consistency and equity within the industry.

Commercial operators are required to have a Trading Vessel Permit issued under the *Water Industry (Waterways Land) Regulations 2002* and a berthing licence issued pursuant to the Water Industry Act 1994 for any non-shared infrastructure managed by Parks Victoria.



The main area for improvement is in relation to the berth licensing system. The *Yarra River Traffic* report concluded that improvements could be made to take account of past and future expected changes in river activity. The report contains the following objectives which were applied to the recent review of berth licensing:

- Use Crown land efficiently;
- Promote lively berthing destinations to enhance the recreation/tourism experience;
- Provide equity of access to operators;
- Promote new market entry and competition between operators;
- Improve customer experience;
- Promote sustainability of the commercial passenger boat industry.

The first four of these objectives clearly relate to access.

From the outset, the review of commercial berth licensing aimed to ensure the sustainability of the commercial passenger boat industry, while also allowing for growth and competition, which should translate into better recreation and tourism outcomes for Melbourne.

A number of improvements to berth licensing have been made as a result of the *Yarra River Traffic* review. Access to berthing infrastructure is vital to the success of the commercial operators and is the main mechanism for regulating commercial boating activity. The licensing system allows for berths to be used on an exclusive, scheduled or shared basis.

New berthing arrangements introduced in May 2006 adjust the mix of exclusive and scheduled berths with a view to achieving greater efficiency of limited berthing space, create a livelier boating destination by attaining higher levels of usage, provide opportunities to a greater number of operators and facilitate market entry through the scheduled berths while meeting the projected growth in vessel traffic to the year 2013. Re-allocation of berthing licences also assisted in rectifying some quasi-monopoly situations which developed over the last 10 years. Key issues resolved through the review include:

- Reallocation of berthing licences at Southgate and Princes Wharf below Federation Square. Berthing at Southgate includes exclusive berths, scheduled berths (1/2 hour allocated time slots) and shared berths (available to commercial operators who do not have exclusive or scheduled berthing rights for pick-up and drop-off only). Berthing at Princes Wharf is a mix of exclusive, scheduled and shared berthing. The reallocation of ticket booths at Southgate was resolved at the same time as the reallocation of berthing licences.

- Providing for greater integration of the regulation of ferries on the rivers and the Bay. Strong linkages between passenger boat operations on the rivers and at Williamstown provided the opportunity to review the berthing arrangements at Gem Pier and Ferguson Street Pier on the Williamstown foreshore. As a result scheduled berthing has now been introduced at Gem Pier from November to January on the weekends.

The demand for overnight berthing has increased and this Plan seeks to identify potential locations for other overnight berthing/servicing locations, including North Wharf downstream of Spencer St Bridge and at the Cascades at Southgate.

To ensure the tourism experience is of a high quality, the licensing of commercial passenger boat operators aims to ensure a minimum standard is achieved as a condition of gaining a licence. Issues considered in granting a licence included public health, safety and consumer protection. It also provides operators with a licence term of 10 years that balances competition principles and security of tenure.

In addition to berth licences, infrastructure and facilities are required to improve the overall experience. Consultation with the commercial boating industry has assisted in identifying potential new commercial berthing destinations for the pick-up and drop-off of passengers. Potential locations for other support services such as pump-out and a repair and maintenance facility have also been identified or are in the process of being investigated.

7.1 Management directions

- Enhance the recreation/tourism experience by promoting commercial berthing facilities at key tourist destinations on the rivers;
- Provide equity of access to commercial boating operators;
- Ensure consistency in the provision of commercial berthing space across the two rivers (via the application of principles from the *Yarra River Traffic* report);
- Promote new market entry and competition within the commercial boating industry to ensure a diversity of quality products and experiences and to stimulate an increase in customer service standards;
- Reduce public risk and improve safety of commercial passenger boat operations;
- Promote sustainability of the commercial passenger boat industry through the provision of berthing opportunities, services such as pump-out facilities, and access to repair and maintenance facilities, in appropriate locations.



8 Dredging

Launching, retrieval and mooring sites which support many of the boating activities on the two rivers need to provide safe access to the water but this may be compromised by the build up of sediment.

A Long Term Sustainable Dredging Strategy has been prepared as part of the Two Rivers Project to identify the scale of the sedimentation problems across the two rivers; and options for the extraction, transport, treatment and disposal of sediment. The Strategy has been prepared in accordance with the EPA's *Best Practice Environmental Management Guidelines for Dredging*. Consultation with relevant government agencies and local Councils has been undertaken on the Strategy. Having investigated the available options, the next step in planning any dredging operations will be the preparation of an Environmental Management Plan based around the dredging of a specific amount of sediment at specific locations and its disposal.

The key criteria for prioritising sites on the Yarra and Maribyrnong Rivers where dredging is required are the rate of sedimentation at individual sites or within channels and the recreational priority of a site. Ratings of sedimentation have been estimated as high, medium or low for sites on both rivers and are assessed in conjunction with recreational priorities also assessed as high, medium or low, to determine dredging priorities.

An important objective of this Plan is to ensure that future locations of boating infrastructure are not sited in areas of high sedimentation. However, in spite of the need to keep dredging to a minimum, there is still a requirement for dredging at specific sites to provide safe and navigable access for commercial and recreational boaters on both rivers.

Dredging can potentially impact on environmental values and therefore needs to be carefully considered, assessed and planned prior to commencing in any particular area. Among these impacts are:

- Turbidity – where water is disturbed and the natural sediment levels of the water column are mixed. This could potentially affect the habitat of marine and estuarine organisms, through reducing the amount of light in the water and therefore inhibiting the growth of aquatic flora, affecting primary production within the waterways.
- Sediment contamination – where dredging disturbs sediments leading to their movement outside the area being dredged. Where these sediments are contaminated and re-suspended they have potential to spread contamination within the river system and out into Port Phillip.

- Fish Migration – a number of fish species migrate along the lower stretches of both rivers and may be impacted by disturbed sediment, noise, shock etc from dredging operations. Any potential impact on fish species needs to be considered, and in particular those that are protected at Federal level requiring referral to the Commonwealth Government Department of Environment and Heritage.
- Other impacts include: noise affecting birdlife, bank stability, and social impacts on the surrounding community and river users.
- Dredging is potentially disruptive (for example, through partial river closures) and needs to be carefully managed to ensure that public safety is protected during dredging operations. In spite of these adverse impacts, dredging enables river activity to continue and has positive social benefits for commercial and recreational users.

8.1 Management Directions

- Implement the most environmentally sustainable long term option for dredging in compliance with EPA's *Industrial Waste Minimisation Policy* (to avoid, minimise, reuse) and its *Best Practice Environmental Management Guidelines for Dredging*;
- Discourage future infrastructure provision at sites of high sedimentation;
- Prepare an Environmental Management Plan for the preferred dredging option;
- Ensure safe, navigable access for commercial operators and other waterway users;
- Protect environmental beneficial and other uses of the rivers during dredging operations;
- Ensure public safety during dredging operations;
- Minimise disruption to the general community, water-based recreation users, the commercial boating industry and to Melbourne's waterfront tourism and recreation image during dredging operations.



INTRODUCTION

This section of the Water and Land Access Plan outlines access objectives, strategies and actions for defined Zones of the Yarra and Maribyrnong Rivers as deemed necessary to create a safe, equitable and sustainable waterways environment. The result is an overall Water and Land Access Plan providing a joint vision for access to, and on, the waterways to guide decision-making over the next 10 years.

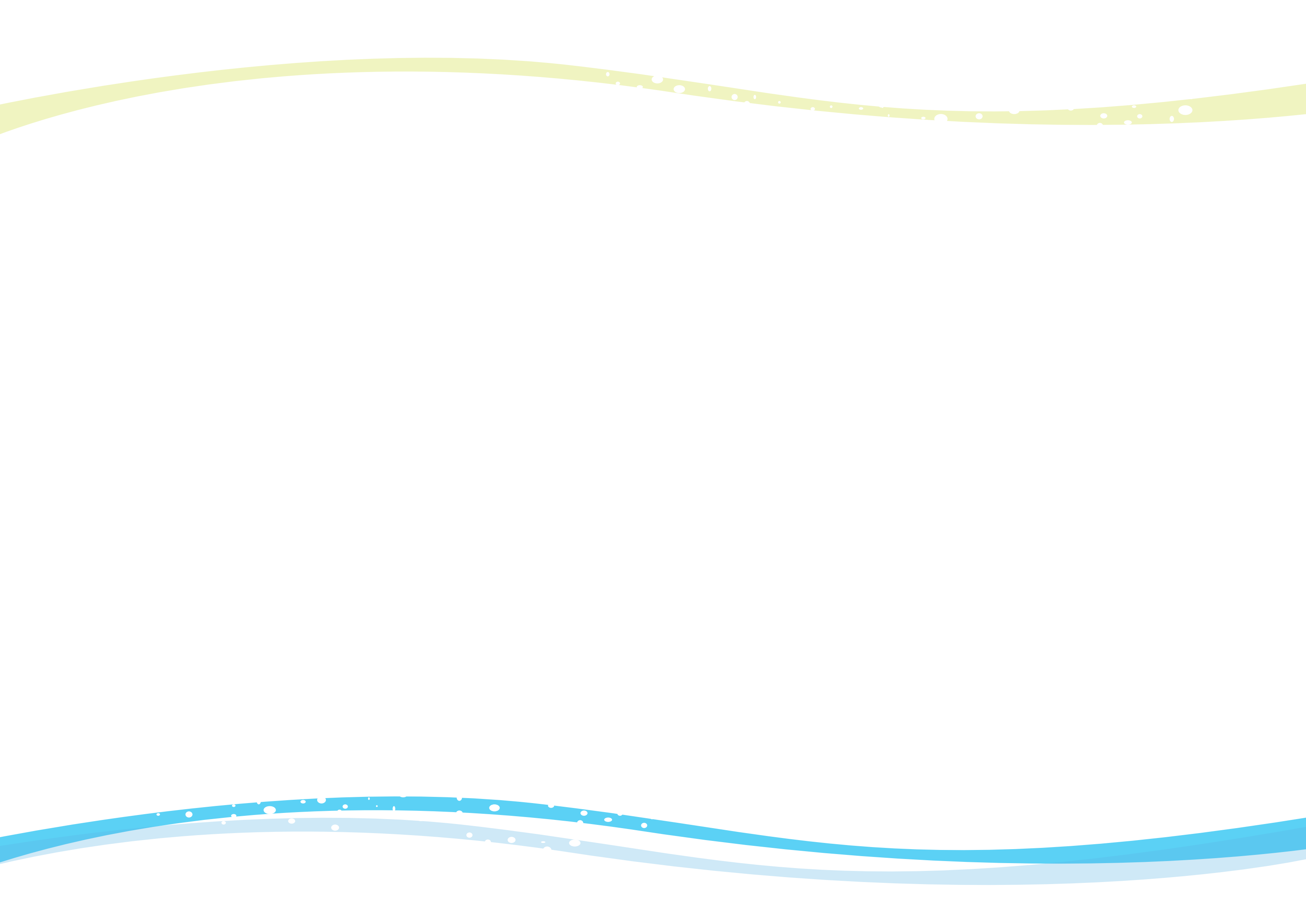
Boating (including recreational, commercial and shipping use and patterns), other on-water recreational activities (such as events, fishing, operational works including dredging) and adjacent land-based activities (including the use of access nodes, pathways, trails and other facilities) have been extensively investigated. This has been achieved through site visits, detailed reviews of activities, analysis of existing reports and research, and through a comprehensive consultation exercise.

In considering the range of access issues that this Plan needed to address, and the different environments in which those issues occur, seven zones were delineated. These zones have been used in previous river studies, and recognise that different sections of both the Maribyrnong and Yarra Rivers are more suited to specific activities for reasons of geography, surrounding uses and requirements or demands of the river users. In each zone, achieving sustainability involves a different set of challenges, and therefore different management responses. Each zone therefore has its own objective, strategies and recommended actions detailing the permitted activities, future infrastructure required and future direction desired for use and access.

The zones (see Study Area and Access Zones map) include the following:

- Zone 1: Port**
- Zone 2: Marina Transit**
- Zone 3: Commercial / Tourism**
- Zone 4: Active Recreation – Yarra**
- Zone 5: Passive Recreation – Yarra**
- Zone 6: Action Recreation – Maribyrnong**
- Zone 7: Passive Recreation – Maribyrnong.**

PART III: ACCESS PLAN





9 Zone 1: Port

The Port of Melbourne is a critical economic asset for Melbourne, Victoria and Australia. It is a hub of activity and generates a large volume of shipping operations, commercial and recreational traffic.

For the purposes of this Plan the Port Zone takes in the Port of Melbourne to the seaward end of Webb Dock but acknowledges the linkages as far as Williamstown in the west and St Kilda in the east. It also includes the lower reaches of the Maribyrnong River up to Footscray Road and the Yarra River up to Bolte Bridge. Infrastructure is mainly affiliated with port activities. Existing non-port facilities include a number of marinas at Williamstown and one at Fisherman's Bend, a boat ramp at the Warmies in Newport and a small number of commercial and public berths. Key destinations and features within this zone include Williamstown, ScienceWorks, West Gate Bridge Memorial Park, Stony Creek Backwash, Westgate Park, Duke and Orr Dry Dock, and Pier 35.

In regard to commercial shipping, the Port of Melbourne is Australia's largest container and general cargo port, handling 40% of the nation's container trade. All land within the commercial Port of Melbourne is owned and managed by the Port of Melbourne Corporation.

With the increase in shipping, commercial and recreational boating, particularly along the Yarra River, there is increased risk of collision and other incidents. An important operational response to address this risk is to reduce the amount of time recreational vessels take to traverse the Port Zone. While Parks Victoria has sought to increase the speed limit in the Port and Marina Transit Zones, this recommendation has not been fully adopted at this stage. Reducing the number of smaller vessels mooring in the Port Zone will also lower the risk of conflict with large vessels, particularly when larger ships are manoeuvring into or out of their berth, as they have an inability to manoeuvre quickly.

To plan for future expected growth, the PoMC has developed a 30-year vision for the Port of Melbourne within the draft Port Development Plan (PDP). The draft PDP outlines how the future trade growth through the port can be accommodated and how Melbourne can remain the nation's main container port delivering ongoing economic benefits to the state. It provides for investment of upwards of \$2 billion over the next 30 years in port-related projects, including plans to increase the percentage of freight movements by rail.

The draft PDP seeks to balance the need for an efficient port, building on its competitive strengths, while taking into account the public amenity of neighbouring communities.

A Traffic Management Plan has also been prepared for the port to determine recommendations for authority and responsibility; traffic controls tools; the establishment of "NO GO" areas (Webb Dock, Swanson Dock, Appleton Dock); prohibition of some vessel operations (sailing); rescue service requirements; speed; and education.

The Port area is a "thoroughfare" for other vessels moving up and down both rivers. Avoiding conflict between shipping and port activities and other boating is critical, and recent changes to security requirements within the Port waters make it more important to move recreational vessels through the area as efficiently as possible. The addition of recreational berthing infrastructure within the core of this zone is inappropriate.

9.1 Objective
















To maintain the port's primary function for commercial shipping activities and as a "connector" zone for the Yarra and Maribyrnong Rivers and Port Phillip.

9.2 Strategies:

- Facilitate the use of this zone for transit only by recreational and commercial passenger vessels;
- Minimise the impact on commercial shipping by other vessel users;
- Support commercial and recreational boating through the provision of repair and servicing facilities in appropriate locations;
- Provide for riverside public access while maintaining port operations, safety and security;
- Ensure safe use by rowers and non powered sporting craft.

LEGEND

Existing Conditions and Proposed Actions

-  Berth – Commercial
-  Berth – Public
-  Club Building
-  Car Park
-  Marina
-  Public Boat Launching Ramp
-  Services
-  Pier/Jetty
-  Punt Service
-  Public Open Space
-  Other Open Space
-  Major Destinations
-  Bridges
-  Paths
-  Cross Reference to WLAP Action Table

Zone 1
Port



9.3 Key Actions/Recommendations

To meet the objective for this zone the following actions will need to be achieved by the corresponding responsible authority.

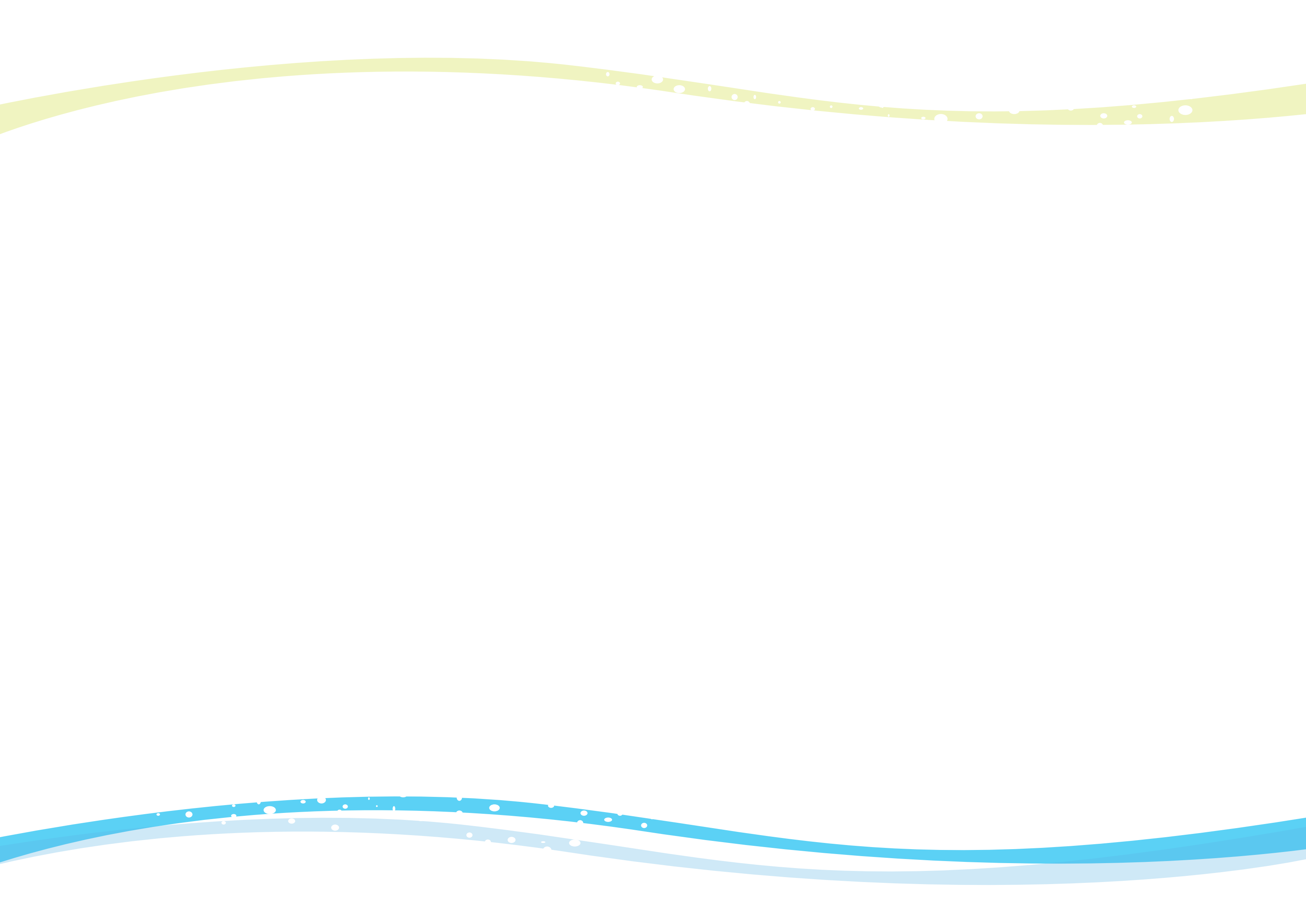
Actions	Who	When	Map Ref #
Reinforce 10 knot speed limit in Port downstream of West Gate Bridge.	Parks Victoria Victorian Water Police (VWP)	Ongoing	1
Improve monitoring and recording of vessel movements within the Port.	Parks Victoria Port of Melbourne Corporation (PoMC)	Ongoing	
Monitor the effect of the speed limit changes within the Port Zone.	Yarra River Waterways Committee (YRWC)	1-2 years	
Review signage within the Port.	PoMC	3-5 years	
Ensure that planning for the Webb Dock Rail Link development considers impacts on water and land access.	PoMC	Immediate	2
Support PoMC's investigation and implementation of a new slip/repair/maintenance facility.	YRWC	1-2 years	
Ensure that elite rowers that enter the Port Zone are well lit and have a 'coach boat' to escort them for safety.	Parks Victoria PoMC VWP	Ongoing	
Investigate ways to improve on-water communication between the POMC and recreational and small commercial vessels to ensure safety of access to and within the Port Zone.	PoMC	1-2 years	
Maintain existing strategic points for recreational boating access where appropriate eg The Warmies boat ramp.	PoMC	Ongoing	
Ensure port security protocols enable transit access to Maribyrnong River for commercial/ passenger and recreational vessels.	PoMC	Ongoing	3
Discourage boat-based recreational fishing in shipping channels through education, signage and patrols.	PoMC	Ongoing	
Prohibit the development of a boat ramp under the West Gate Bridge or in other port areas for safety and transit traffic management reasons.	PoMC Melbourne City Council Parks Victoria	Ongoing	4
Continue the operation of the bicycle/pedestrian punt (Westgate Punt) across the river from Westgate Park to Science Works as a weekend service and investigate potential as a longer term commuter route.	Service provider	Ongoing	5
Continue discussions with PoMC to seek opportunities to provide spectacular views of port activities, consistent with safety and security requirements, on both sides of the river.	PoMC Local Councils	Ongoing	
Generally limit the provision of casual or permanent berthing for recreation vessels outside existing marinas.	PoMC	Ongoing	
In the context of the MOU between PoMC and Maribyrnong City Council develop Footscray Wharf on the western bank of the Maribyrnong River downstream of Shepherd Bridge as a commercial marina (non-residential) facility subject to commercial viability, mooring capacity and public benefit.	PoMC Maribyrnong City Council	1-3 years	6

Actions	Who	When	Map Ref #
In the context of the MOU between PoMC and Maribyrnong City Council investigate in collaboration with Bicycle Victoria the optimum non-riverfront route for a shared path south of Lyons St linking the Maribyrnong trail with the Bay Trail south of the West Gate Bridge.	PoMC Maribyrnong City Council VicRoads Hobsons Bay City Council	1-5 years	7
In the context of the MOU between PoMC and Maribyrnong City Council upgrade the landscaping and access where there is public access to the river at the eastern end of Francis St.	PoMC	1-3 years	8
Investigate opportunities for landscape treatment of the riverfront and improvements to local amenity, transport and access between Lyons St and Francis St on the western side.	PoMC	1-3 years	9
Review proposals for the expansion of facilities and / or vessel activity programs against river capacity as projected in the River Traffic Management Plan.	Local Councils Parks Victoria	Ongoing	
For any new proposals or changes to existing boating facilities investigate the potential for shared use.	Local Councils Parks Victoria	Ongoing	

Within each zone there are one or more Event Management Precincts. Each Precinct has recommended activities that may or may not be permitted on the rivers. These recommendations are a guide only and the manager of any event must detail a complete risk assessment for participant and spectator safety and impacts on environmental and cultural values. The recommended events for this zone (by Precinct) are set out in the table below.

Zone 1: Port – Recommended Events

	River Mouth – West Gate Bridge	West Gate Bridge – Bolte Bridge – Maribyrnong Bridge
Waterskiing / Wakeboarding	No	No
Power Boat Demonstrations	No	No
Personal Water Craft Demonstrations	No	No
Fireworks	No	No
Staging of Entertainment	No	No
Rowing	No	No
Dragon Boats / Outrigger	No	No
Canoeing / Kayaking	No	No
Sailing	No	No
Fishing	No	No





10 Zone 2: Marina Transit

This zone is bounded by Bolte Bridge downstream and Charles Grimes Bridge upstream. Given its proximity to the port immediately downstream it is a transit zone from the port into the Yarra River. The Marina Transit Zone contains the Docklands including key destinations such as MAB, New Quay, Waterfront City, Telstra Dome and Yarra's Edge and has potential to be a boating hub for Melbourne. It provides for waterfront living and has a number of marina developments and commercial berths. Events, both on the land and on the water within Victoria Harbour, are a prominent component of the tourism and recreation offer at Docklands.

In addition to the existing infrastructure within this zone, a number of future facilities are proposed including the national headquarters of the ANZ Bank and associated commercial development on the northern bank of the Yarra River downstream of Charles Grimes Bridge; additional commercial berthing downstream of the ANZ complex; and additional residential development on the southern bank of the Yarra River downstream of the Yarra's Edge marina.

10.1 Objective

To support this zone's function as a "Gateway to the City".











10.2 Strategies


- Reinforce this zone as a focus for special events, especially in Victoria Harbour;
- Support the implementation of the VicUrban 'Active Boating Strategy';
- Continue to actively manage any emerging on-water conflicts as development of the zone proceeds;
- Assess development proposals for boating facilities against river traffic capacity projections;
- Ensure the retention of the existing publicly accessible linear open space on river/harbour frontage.



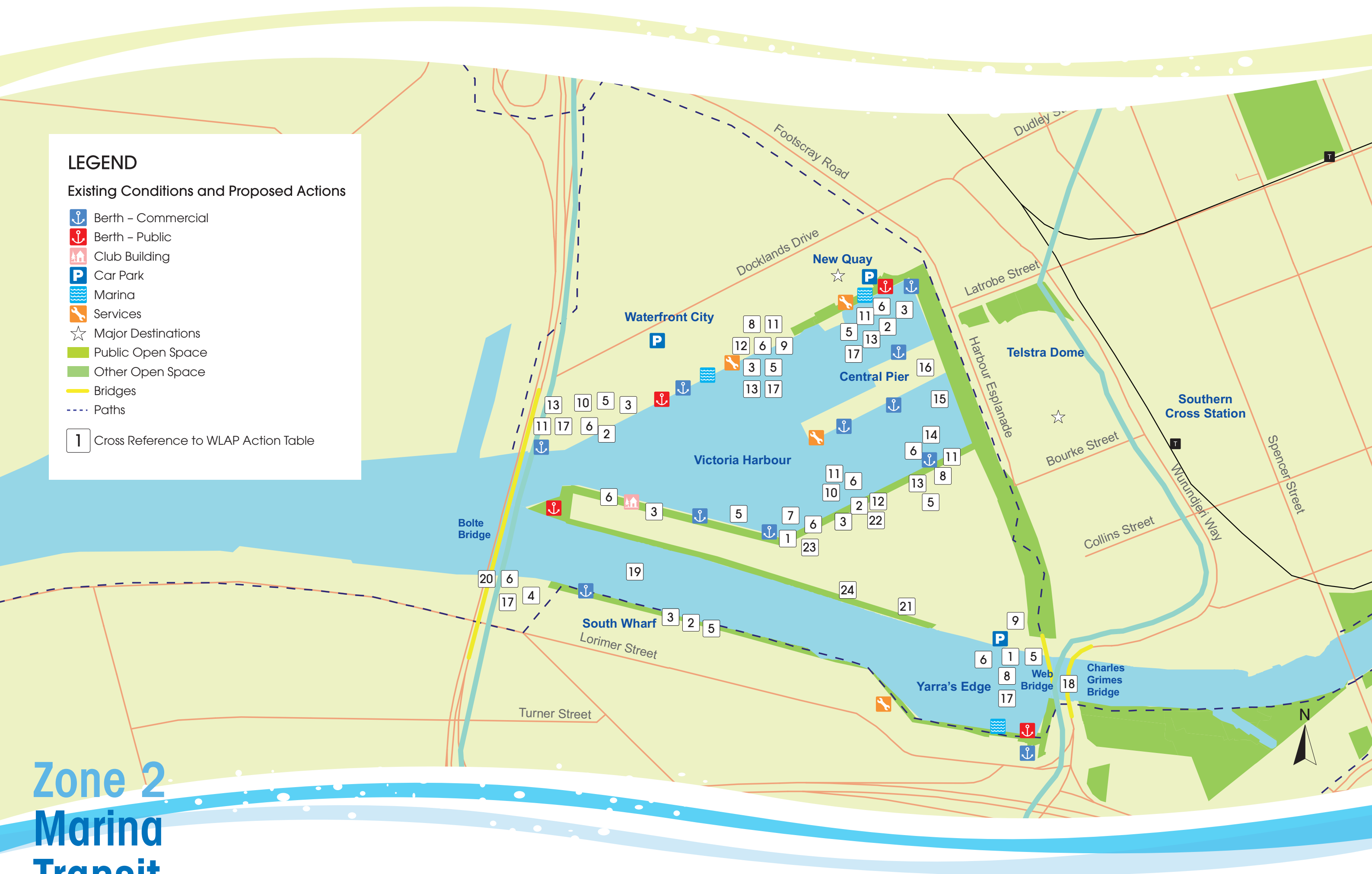
LEGEND

Existing Conditions and Proposed Actions

-  Berth – Commercial
-  Berth – Public
-  Club Building
-  Car Park
-  Marina
-  Services
-  Major Destinations
-  Public Open Space
-  Other Open Space
-  Bridges
-  Paths

 Cross Reference to WLAP Action Table

Zone 2 Marina Transit



10.3 Key Actions/Recommendations

To meet the objective for this zone the following actions will need to be achieved by the corresponding responsible authority.

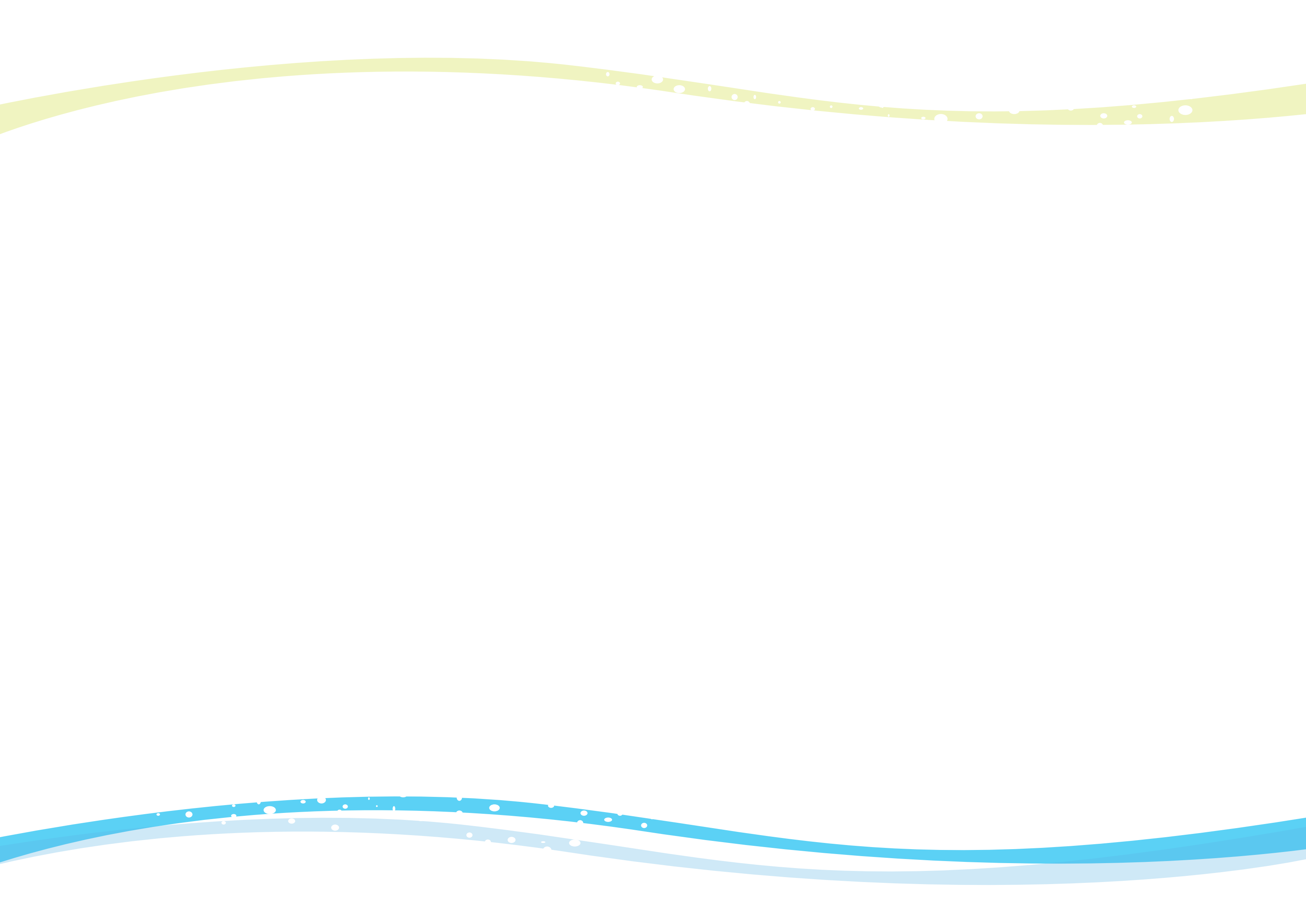
Actions	Who	When	Map Ref #
Continue to establish and maintain event precincts within Victoria Harbour.	Parks Victoria	Ongoing	1
Activate Waterfront City as the key boating destination in Victoria Harbour.	Melbourne City Council	Ongoing	
Implement overnight mooring for larger commercial passenger/charter vessels in Victoria Harbour and on north bank of Yarra River as recommended in Melbourne Docklands Active Boating Draft Strategy (MDABDS).	VicUrban	Ongoing	1
Implement commercial/residential short and long term (less than 30 days) berthing in Victoria Harbour and on south bank of Yarra River as per MDABDS.	Melbourne City Council	Ongoing	2
Implement public berthing (pickup, drop off and short term) in Victoria Harbour and south bank of Yarra River as per MDABDS.	Melbourne City Council	Ongoing	3
Implement Marine Precinct on south bank of Yarra River to east of Bolte Bridge incorporating vessel refuelling and servicing, repair facility, dry stack accommodation of small power boats, boat sling/travel lift facility, small heritage boats under restoration, short term accommodation space for associations, education centre as per MDABDS.	VicUrban	Ongoing	4
Implement water taxi and ferry stops throughout Docklands as per MDABDS.	VicUrban	Ongoing	5
Implement on-shore support facilities throughout Docklands as per MDABDS.	VicUrban	Ongoing	6
Implement super yacht berthing in Victoria Harbour as per MDABDS.	VicUrban	Ongoing	7
Implement scheduled berthing for commercial vessels in Victoria Harbour and on north bank of Yarra River as per MDABDS.	Melbourne City Council	Ongoing	8
Provide for berthing for various waterway authorities in Victoria Harbour or on north bank of Yarra River as per MDABDS.	VicUrban	Ongoing	9
Implement water based clubs in Victoria Harbour as per MDABDS.	VicUrban	Ongoing	10
Provide for boat charters/cruises in Victoria Harbour as per MDABDS.	VicUrban	Ongoing	11
Provide for boat rental throughout Docklands as per MDABDS.	VicUrban	Ongoing	12
Provide for restaurant boats in Victoria Harbour as per MDABDS.	VicUrban	Ongoing	13
Provide for permanent mooring for commercial vessels on west side on Water Plaza in Victoria Harbour as per MDABDS.	VicUrban	Ongoing	14
Implement floating stage and amphitheatre in Grand Plaza in Victoria Harbour as per MDABDS.	VicUrban	Ongoing	15
Provide for limited fishing boats, boutique cruising vessels, heritage boats, regular boat school, and commercial vessels (Navy) at Central Pier as per MDABDS.	VicUrban	Ongoing	16
Provide for sailing school/education centre/sail boat operators in Victoria Harbour as per MDABDS.	VicUrban	Ongoing	17
Investigate opportunities to improve lighting under Charles Grimes Bridge.	Parks Victoria VicRoads	1-2 years	18
Provide for land-based and boat-based recreational fishing.	Melbourne City Council	Ongoing	

Actions	Who	When	Map Ref #
Maintain a safe navigation channel between Bolte and Charles Grimes Bridges in the context of Docklands marina developments.	Parks Victoria	Ongoing	19
Investigate the potential for a link via a ferry shuttle from the north side of the river to the south side under Bolte Bridge.	Parks Victoria Melbourne City Council	5-10 years	20
Monitor traffic to determine the number and pattern of use of private motorised trips generated by new berths.	Melbourne City Council	Ongoing	
Develop North Wharf between Collins St and Bourke St extensions for commercial berthing including overnight berthing.	Lend Lease VicUrban	5 years	21
Provide vessel refuelling at North Wharf Harbour Side as per MDABDS.	Lend Lease VicUrban	Ongoing	22
Provide short-term casual berthing as per MDABDS.	Lend Lease VicUrban	Ongoing	23
Maintain an open space promenade around the entire river and harbour frontages of the Docklands development area	VicUrban	Ongoing	24
Implement the <i>Lower Yarra River Waterway Management Plan</i>	Melbourne Water	Ongoing	
Review proposals for the expansion of facilities and / or vessel activity programs against river capacity as projected in the River Traffic Management Plan.	Local Councils Parks Victoria	Ongoing	
For any new proposals or changes to existing boating facilities investigate the potential for shared use.	Local Councils Parks Victoria	Ongoing	

Within each zone there are one or more Event Management Precincts. Each Precinct has recommended activities that may or may not be permitted on the rivers. These recommendations are a guide only and the manager of any event must detail a complete risk assessment for participant and spectator safety and impacts on environmental and cultural values. The recommended events for this zone (by Precinct) are set out in the table below.

Zone 2: Marina Transit – Recommended Events

	New Quay and Waterfront City	South Eastern Arm Opposite Telstra Dome	Dock 5 and NAB Centre	Active Recreation Zone	Central Pier	Bolte Bridge – Charles Grimes Bridge
Waterskiing / Wakeboarding	Yes	No	Yes	Yes	Yes	No
Power Boat Demonstrations	Yes	No	Yes	Yes	Yes	No
Personal Water Craft Demonstrations	Yes	No	Yes	Yes	Yes	No
Fireworks	No	No	No	Yes	No	Yes
Staging of Entertainment	Yes	Yes	Yes	No	No	Yes
Rowing	Yes	Yes	Yes	Yes	Yes	No
Dragon Boats / Outrigger	Yes	Yes	Yes	Yes	Yes	No
Canoeing / Kayaking	Yes	Yes	Yes	Yes	Yes	No
Sailing	Yes	Yes	Yes	Yes	Yes	No
Fishing	Yes	Yes	Yes	Yes	Yes	Yes





11 Zone 3: Commercial/Tourism

This zone is bounded by Charles Grimes Bridge downstream and Princes Bridge upstream. Within this zone there are five other bridges including the Kings Bridge, Queens Bridge, Spencer Street Bridge, Sandridge Bridge (former rail bridge) and the Southgate Pedestrian Bridge. These bridges and their low air draught present a constraint on boating movements within this zone.

This section of the river is the heart of Melbourne's entertainment precinct and includes the Melbourne Exhibition Centre, Southbank, Arts Centre, Melbourne Aquarium, Crown Entertainment Complex and Melbourne Maritime Museum. It is the focus of commercial boating operations, with major berthing locations at Southgate (including ticket booths) and Princes Wharf below Federation Square. Exclusive, scheduled berths (1/2 hour time slots) and shared berthing for commercial operators is provided at both Southgate and Princes Wharf. There are few public boating facilities in this zone apart from some public berthing at Flinders Walk and the pump-out facility at Charles Grimes Bridge and Princes Wharf.

Planned major developments in this zone include the Melbourne Convention Centre (the development will include a new pedestrian/bicycle bridge link across the river) on the south bank downstream of the Melbourne Exhibition Centre; the re-development of the World Trade Centre; and the potential re-cycling of North Wharf Shed 5. These three developments provide the opportunity for improved boating facilities particularly for commercial vessels.

The results of the River Traffic Management Plan indicate that the 'Commercial Tourist Zone' is one of the greatest potential problem areas on the Yarra River, together with the Active Recreation Zone. In this zone users already note that river traffic is at or nearing capacity at peak periods of use. While many users (mainly rowers and commercial operators) are voluntarily attempting to manage conflicts by separating themselves in time and space, as the river reaches capacity these measures are unlikely to allow sustainable management of water space for river users.

11.1 Objective





To encourage this zone's role as the major tourist and entertainment focus for the Yarra River.

11.2 Strategies

- Ensure commercial and recreational boating destinations are integrated into land use developments;
- Improve public access and amenity through the development of the North Bank Precinct;
- Seek to improve commercial vessel operations throughout this zone to reduce potential conflicts;
- Provide strong links from water transit stops to land-based public transport stops.
- Protect the heritage significance of North Wharf (between Charles Grimes Bridge and Spencer St Bridge and including Shed 5);
- Assess development proposals for boating facilities against river traffic capacity projections;
- Reduce the impact of conflict between cyclists /pedestrians at Southbank by encouraging commuter cyclists to use the north bank.

LEGEND

Existing Conditions and Proposed Actions

-  Berth – Commercial
-  Berth – Public
-  Car Park
-  Services
-  Helipad
-  Public Open Space
-  Other Open Space
-  Major Destinations
-  Bridges
-  Paths
-  High Priorities for Dredging
-  Cross Reference to WLAP Action Table

Zone 3 Commercial Tourism



11.3 Key Actions/Recommendations

To meet the objective for this zone the following actions will need to be achieved by the corresponding responsible authority.

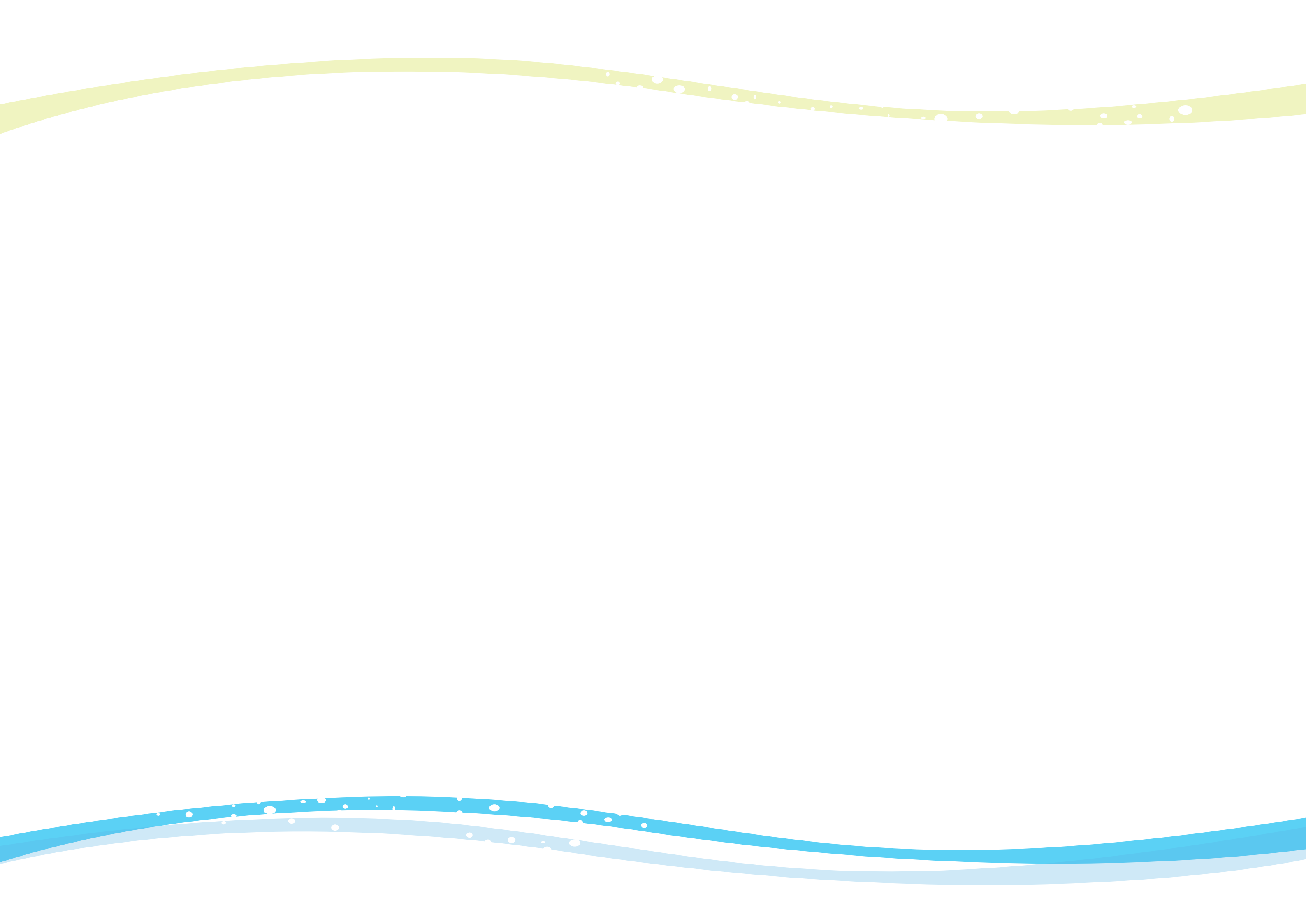
Actions	Who	When	Map Ref #
Develop a vision for the future use of the Turning Basin which recognises its heritage values.	Melbourne City Council	1-2 years	1
Undertake a review of the vessel operating rules that apply to the Commercial Tourist Zone.	YRWC	1-2 years	
Develop a system to monitor traffic at commercial berths	Parks Victoria	1-2 years	
Work with Major Projects Victoria (MPV) to develop the Melbourne Convention Centre waterfront as a primary commercial berthing destination and ensure high quality, safe and accessible cycling and pedestrian links between the waterfront and Normanby Road.	MPV Parks Victoria Melbourne City Council DSE	Immediate	2
Improve access to Melbourne Maritime Museum.	MPV Parks Victoria	1-2 years	3
Investigate provision of contemporary berthing facilities at the key commercial tourism destination of Southgate.	Parks Victoria	3-5 years	4
Support the redevelopment of the river frontage front from Birrarung Marr to Docklands (cycling trail, pedestrian promenade and river front development).	DSE Parks Victoria Melbourne City Council Land Owners	1-2 years	5
Investigate commercial berthing options between Cascades and Sandridge Rail Bridge.	Parks Victoria	1-2 years	6
Make provision for the berthing of a limited number of recreational vessels at Flinders Walk.	Parks Victoria	Immediate	7
Work with World Trade Centre (WTC) owners to develop WTC as a primary commercial berthing destination inclusive of overnight berthing.	Parks Victoria	1-2 years	8
Maintain ticketing facilities for commercial operators in the vaults at Federation Square.	Federation Square Parks Victoria	1-2 years	9
Work with Department of Treasury & Finance (DT&F) on options for the recycling of the North Wharf Shed 5 and any associated uses.	DTF Parks Victoria	1-3 years	10
Investigate the viability of existing commercial floating heliports and associated customer service facilities	Parks Victoria MPV WTC Northbank	1-2 years	
Investigate the feasibility of dredging high priority sites to ensure safe navigation	Parks Victoria Melbourne Water DSE	1-2 years	
Implement the <i>Lower Yarra River Waterway Management Plan</i>	Melbourne Water	Ongoing	
Investigate opportunities to improve lighting on the shared pedestrian/bicycle path on Southbank	Melbourne City Council	1-2 years	

Actions	Who	When	Map Ref #
Review proposals for the expansion of facilities and / or vessel activity programs against river capacity as projected in the River Traffic Management Plan.	Local Councils Parks Victoria	Ongoing	
For any new proposals or changes to existing boating facilities investigate the potential for shared use.	Local Councils Parks Victoria	Ongoing	

Within each zone there are one or more Event Management Precincts. Each Precinct has recommended activities that may or may not be permitted on the rivers. These recommendations are a guide only and the manager of any event must detail a complete risk assessment for participant and spectator safety and impacts on environmental and cultural values. The recommended events for this zone (by Precinct) are set out in the table below.

Zone 3: Commercial Tourism – Recommended Events

	Charles Grimes Bridge – Spencer St Bridge	Spencer St Bridge – Queens Bridge	Queens Bridge – Princes Bridge
Waterskiing / Wakeboarding	Yes	No	No
Power Boat Demonstrations	Yes	No	No
Personal Water Craft Demonstrations	No	No	No
Fireworks	Yes	Yes	Yes
Staging of Entertainment	Yes	Yes	Yes
Rowing	No	No	No
Dragon Boats / Outrigger	No	No	No
Canoeing / Kayaking	No	No	No
Sailing	No	No	No
Fishing	No	No	No





12 Zone 4: Active Recreation – Yarra

This zone is bounded by Princes Bridge downstream and extends just upstream of Herring Island. Within this zone there are a number of rowing clubs and landings, rowing being the main boating activity. There are five bridges including the Swan Street Bridge, Morrell Bridge, Hoddle Street Bridge, Cremorne Rail Bridge and the Church Street Bridge. This zone also contains major destinations such as the Royal Botanic Gardens, Sidney Myer Music Bowl, Melbourne Park and Olympic Park. Princes Wharf is considered in Zone 3 because of its role as a key commercial boating destination.

This section of the river is well utilised for rowing given its long straight stretches. Commercial vessels are also common with scenic and dining cruises offered as well as water taxi services mainly to the sporting precinct. Private recreational vessels also venture into this zone with some tie-up facilities provided. Herring Island is currently used as a turning circle for commercial operations and is a destination with limited seasonal access via a punt service. Existing access opportunities are therefore predominantly oriented towards commercial and public berthing, with other facilities associated with rowing activity. There is also an emergency boat ramp at Burnley. The stretch of the river between Princes Bridge and Swan St Bridge is one of the primary event spaces on the waterways and accommodates such events at the New Year's Eve fireworks and Moomba activities. It is also one of the premier locations affording iconic vistas back towards the Central Business District which are used in many promotional publications about Melbourne.

The results of the River Traffic Management Plan indicate that the Active Recreation Zone is one of the greatest potential problem areas on the Yarra River, together with the Commercial Tourism Zone. In this zone users already note that river traffic is at or nearing capacity at peak periods of use. While many users (mainly rowers and commercial operators) are voluntarily attempting to manage conflicts by separating themselves in time and space, as the river reaches capacity these measures are unlikely to allow sustainable management of water space for river users.

12.1 Objective















To further develop this zone's traditional role as a sport venue and rowing activity centre and maintain it as a premier event space and landscape corridor.

12.2 Strategies

- Encourage the shared use of facilities to achieve equity of access to the river;
- Balance rowing, major events and commercial uses;
- Promote the shared use of the river banks as valued recreational/environmental assets;
- Assess development proposals for boating facilities against river traffic capacity;
- Encourage future growth of rowing and canoeing activity to move from the Active Recreation Zone on the Yarra River to either the the Maribyrnong River, or upstream of Dights Falls or National Water Sports Centre (Carrum) in the medium to longer term;
- Protect the landscape values of the river corridor;
- Improve pedestrian/cycle access at key locations.

LEGEND

Existing Conditions and Proposed Actions

-  Berth – Commercial
-  Berth – Public
-  Club Building
-  Car Park
-  Depot
-  Rowing and Canoe Landing
-  Services
-  Public Open Space
-  Other Open Space
-  Dredging Priorities for Rowing Courses
-  High Priorities for Dredging
-  Bridges
-  Paths
-  Cross Reference to WLAP Action Table

Zone 4 Active Recreation Yarra



12.3 Key Action/Recommendations

To meet the objective for this zone the following actions will need to be achieved by the corresponding responsible authority.

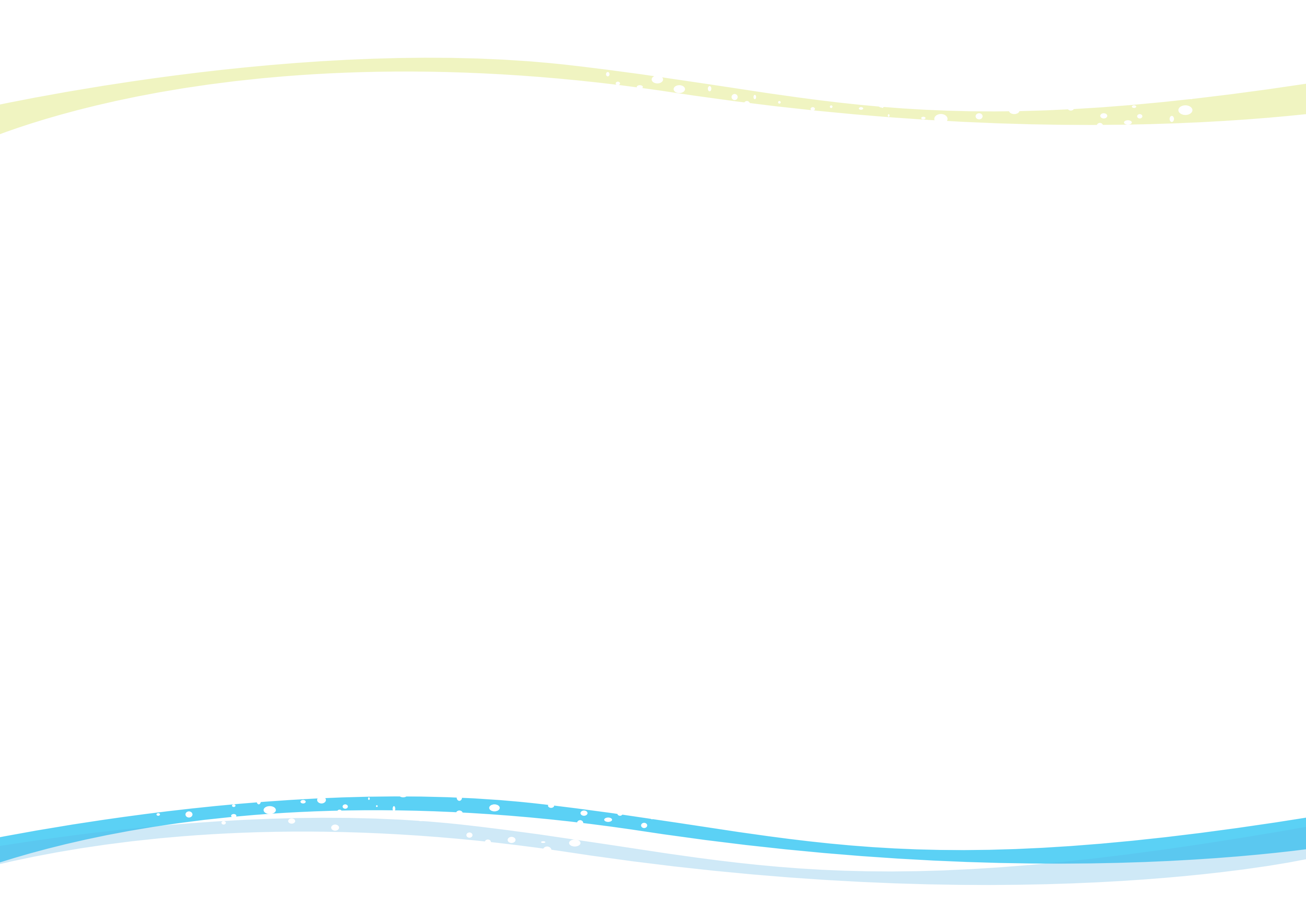
Actions	Who	When	Map Ref #
Investigate the long-term future for navigable access around Herring Island.	Parks Victoria Stonnington City Council Yarra City Council Melbourne Water	1-2 years	1
Investigate Herring Island's potential as a destination for tourism.	Stonnington City Council Yarra City Council Parks Victoria	1-2 years	2
Investigate the future need/management of the Henley Landing near Swan St Bridge.	Parks Victoria Melbourne City Council	3-5 years	3
Investigate the potential for bicycle parking facilities to be installed at key sites.	Local Councils Bicycle Victoria	1-2 years	
Utilise staged upgrades to facilitate improved access for disabled persons to canoeing/kayaking facilities.	Local Councils	3-5 years	
Rationalise rowing facilities at Como Park north in line with City of Stonnington master plan.	Stonnington City Council Parks Victoria	1-2 years	4
Investigate an upgrade of Boathouse Drive rowing staging to a contemporary standard.	Parks Victoria Melbourne City Council	1-2 years	5
Improve certification and training of rowing coaches.	Rowing Victoria	1-2 years	
Improve the management of partial river closures for events.	Rowing Victoria Parks Victoria	Ongoing	
Phase out the use of megaphones by rowing coaches.	Rowing Victoria Parks Victoria	1-2 years	
Reduce conflict along the river bank between rowers, walkers, runners and cyclists through signage and education.	Local Councils Parks Victoria	1-2 years	
Upgrade and maintain shared trail network to appropriate standards.	Local Councils	3-5 years	
Maintain access for heavy vehicles to the Prahran main drain.	Parks Victoria	Ongoing	6
Investigate improved pedestrian/cycle access on Swan Street and Church St Bridges.	Melbourne City Council Yarra City Council Stonnington City Council VicRoads	1-2 years	7
Upgrade the existing floating shared path between Burnley Harbour and Punt Road.	Parks Victoria	1-2 years	8
Investigate potential for the development of vessel storage facilities and access under City Link near Punt Road.	Melbourne City Council Parks Victoria Melbourne Water VicRoads	1-2 years	9
Review planning schemes and park management plans to ensure the protection of important vistas of the city.	Local Councils Parks Victoria	Ongoing	

Actions	Who	When	Map Ref #
Review the planning scheme to ensure maintenance of the open, unimpeded waterways downstream of Swan Street Bridge to protect the landscape significance and premier event space.	Parks Victoria Melbourne City Council	Ongoing	
Explore the potential for relocation of rowing activities to other rivers or sites (eg Footscray Park on Maribyrnong River) when considering rowing club development proposals.	Parks Victoria Local Councils Rowing Clubs	On-going	
Investigate the feasibility of dredging high priority sites to ensure safe navigation and rowing courses to maintain recreation opportunities.	Parks Victoria Melbourne Water DSE	1-2 years	
Implement the <i>Lower Yarra River Waterway Management Plan</i> .	Melbourne Water	Ongoing	
Review proposals for the expansion of facilities and / or vessel activity programs against river capacity as projected in the River Traffic Management Plan.	Local Councils Parks Victoria	Ongoing	
For any new proposals or changes to existing boating facilities investigate the potential for shared use.	Local Councils Parks Victoria	Ongoing	

Within each zone there are one or more Event Management Precincts. Each Precinct has recommended activities that may or may not be permitted on the rivers. These recommendations are a guide only and the manager of any event must detail a complete risk assessment for participant and spectator safety and impacts on environmental and cultural values. The recommended events for this zone (by Precinct) are set out in the table below.

Zone 4: Active Recreation – Yarra – Recommended Events

	Princes Bridge – Swan St Bridge	Swan St Bridge – Morell Bridge	Morell Bridge – Cremorne Rail Bridge	Cremorne Rail Bridge – Herring Island
Waterskiing / Wakeboarding	Yes	No	No	No
Power Boat Demonstrations	Yes	No	No	No
Personal Water Craft Demonstrations	Yes	No	No	No
Fireworks	No	No	No	No
Staging of Entertainment	Yes	No	No	No
Rowing	Yes	Yes	Yes	Yes
Dragon Boats / Outrigger	Yes	Yes	Yes	Yes
Canoeing / Kayaking	Yes	Yes	Yes	Yes
Sailing	No	No	No	No
Fishing	No	No	Yes	Yes





13 Zone 5: Passive Recreation – Yarra

This zone is bounded by Herring Island downstream and extends upstream to the study area boundary at Dights Falls. There are a number of river crossings and bridges, including Johnston Street Bridge, Collins Footbridge, Walmer Street Footbridge, Victoria Bridge, Hawthorn Bridge, Gardiners Creek Bridge and MacRobertson Bridge, plus two rail crossings. A key destination within this zone is Collingwood Children's Farm, but other key features include Herring Island, a number of schools, rowing clubs, Burnley Park, CUB Brewery, Abbotsford Convent, Dights Falls, and Yarra Bend Park.

The current emphasis in this zone is on passive recreation due to the meandering nature, length and narrowness of this section of river, reinforced by adjacent largely residential use, limited access and views of open space. This section of river also has a number of private jetties.

13.1 Objective

To protect the scenic, tranquil, parkland environment by encouraging passive recreation.

13.2 Strategies












- Encourage rowing, canoeing, kayaking and associated training activities upstream in future to minimise recreational boating conflict on the river;
- Minimise the impact of private berthing facilities and access on other recreational users;
- Assess development proposals for boating facilities against river traffic capacity;
- Promote the shared use of the river banks as key recreational and environmental assets;
- Encourage shared use of existing rowing facilities to achieve equity of access to the river;
- Promote this zone for journey-based experiences rather than providing specific destinations.



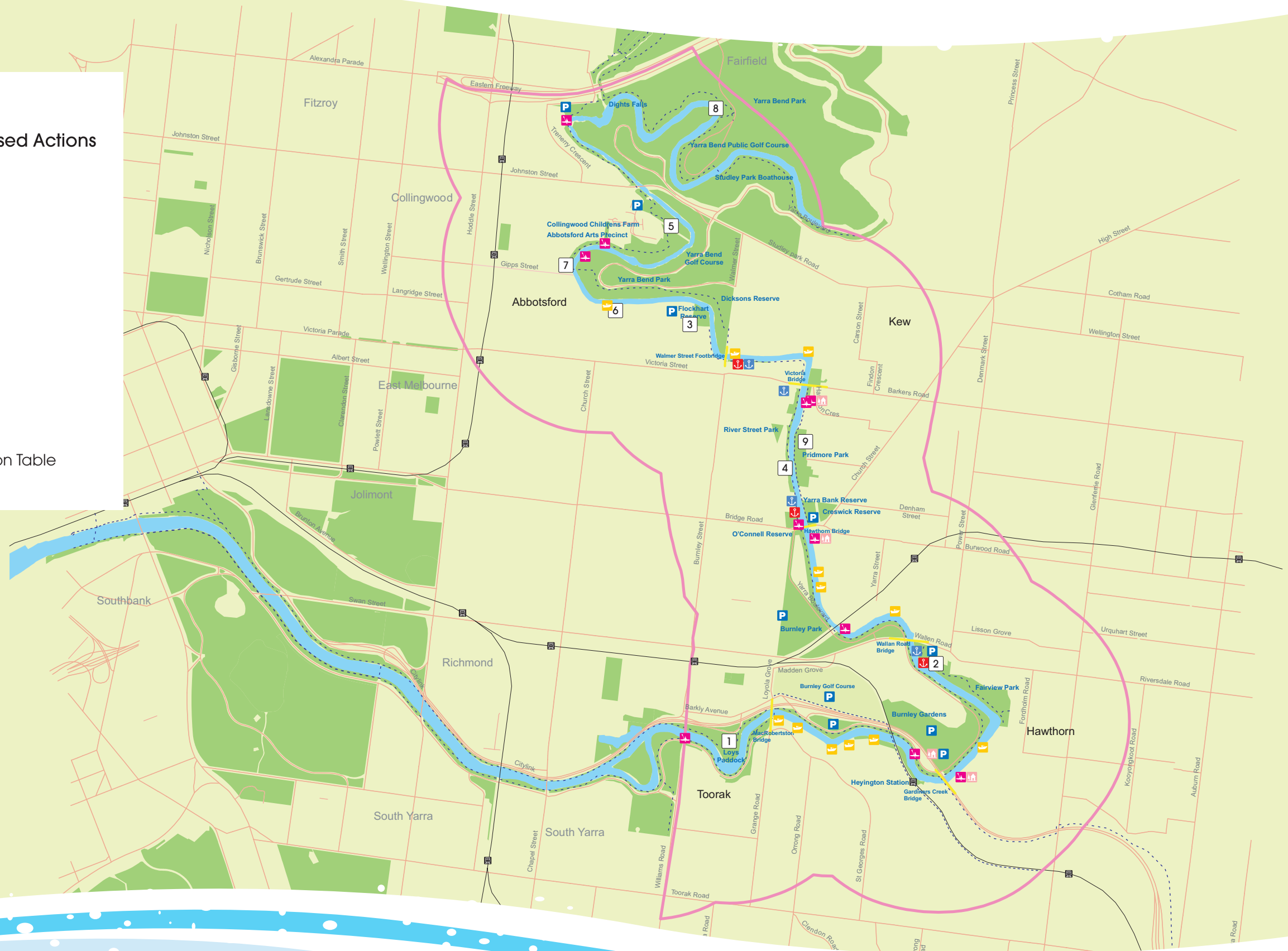
Zone 5 Passive Recreation Yarra

LEGEND

Existing Conditions and Proposed Actions

-  Berth – Commercial
-  Berth – Public
-  Club Building
-  Car Park
-  Rowing and Canoe Landing
-  Private Mooring/Jetty
-  Public Open Space
-  Other Open Space
-  Public Boat Launching Ramp
-  Bridges
-  Paths

1 Cross Reference to WLAP Action Table



13.3 Key Actions/Recommendations

To meet the objective for this zone the following actions will need to be achieved by the corresponding responsible authority.

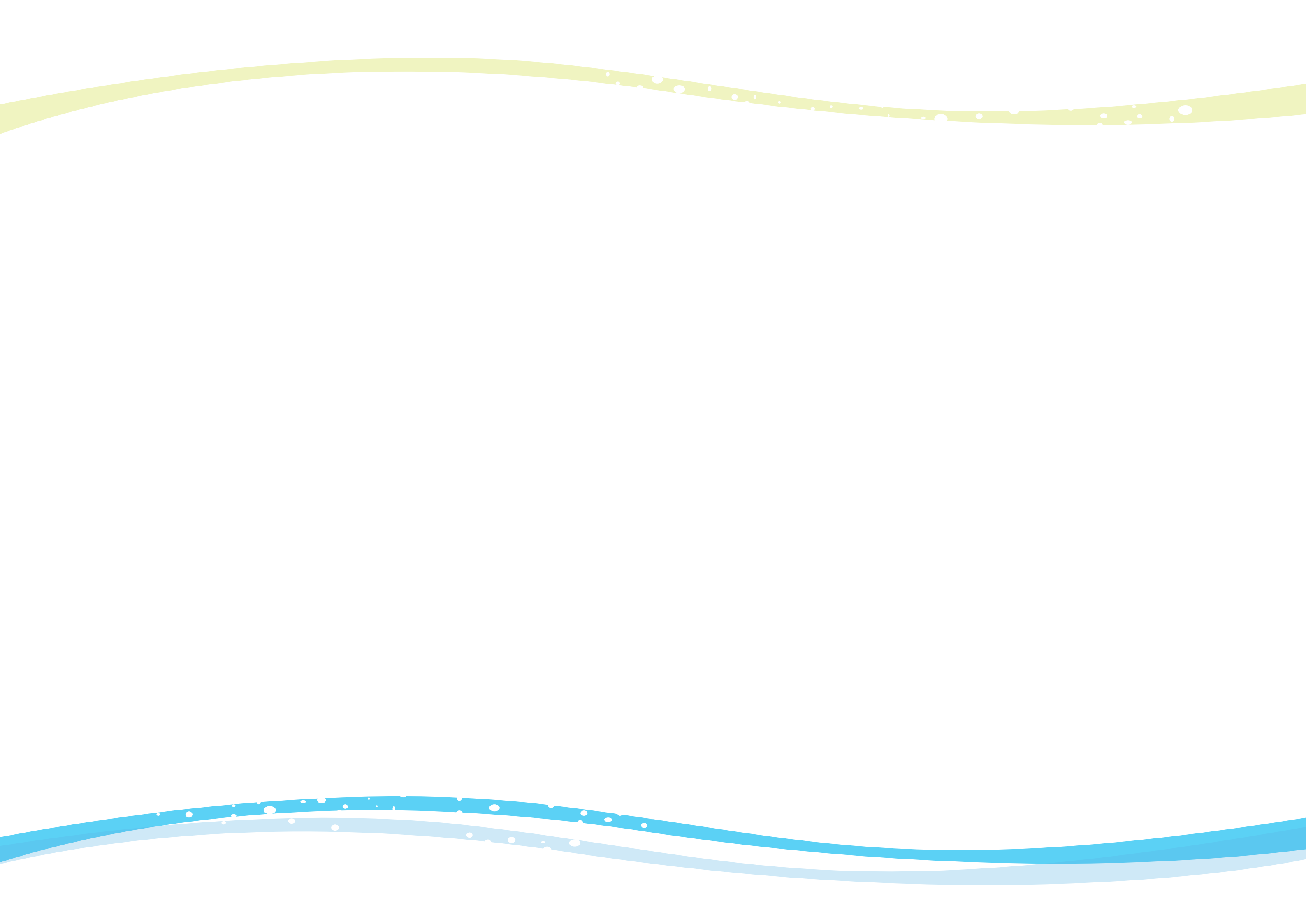
Actions	Who	When	Map Ref #
Investigate a new canoe/kayak landing at Loys Paddock.	Yarra City Council Parks Victoria	1-2 years	1
Improve landside access to the existing Leonda landing.	Boroondara City Council	1-2 years	2
Introduce a kayak/canoe landing at Flockhart Reserve.	Yarra City Council Parks Victoria	1-2 years	3
Investigate future separation of pedestrian and cyclist paths at commuter section of north bank between Victoria Street and Bridge Road.	Yarra City Council	3-5 years	4
Develop destination for canoes/kayaks at Collingwood Children's Farm.	Collingwood Children's Farm Parks Victoria	3-5 years	5
Continue to acquire land and develop the shared path options between Walmer Street Bridge and Collins Bridge in collaboration with Bicycle Victoria.	Yarra City Council Parks Victoria	1-5 years	6
Develop interchange for pedestrians/cyclists between the Gipps St Bridge and the Capital City Trail in collaboration with Bicycle Victoria.	Yarra City Council Parks Victoria	1-3 years	7
Reduce conflict along the river bank between rowers, walkers, runners and cyclists through signage and education.	Local Councils Parks Victoria	1-2 years	
Upgrade and maintain shared trail network to appropriate standards.	Local Councils Parks Victoria	3-5 years	
Assess the level of boating activity and associated development proposals in recognition of capacity constraints of the river.	Parks Victoria	Ongoing	
Finalise and implement the Guidelines for the Management of Jetties and Mooring on Waterways Land.	Parks Victoria DSE Melbourne Water Local Councils	1-2 years	
Investigate potential for a beginners rowing course upstream of Dights Falls to remove pressure from this zone.	Parks Victoria Rowing Victoria Boroondara City Council Yarra City Council	1-2 years	8
Improve pedestrian access and safety along the east bank between Burwood and Barkers Roads.	Boroondara City Council Parks Victoria	3-5 years	9
Investigate opportunities to encourage and support canoeing and kayaking activities upstream of Dights Falls.	Boroondara City Council Yarra City Council Parks Victoria	1-3 years	

Actions	Who	When	Map Ref #
Investigate opportunities to formalise pedestrian access points in appropriate locations to minimise bank erosion.	Boroondara City Council Stonnington City Council Yarra City Council Melbourne Water Parks Victoria	1-3 years	
Implement the <i>Lower Yarra River Waterway Management Plan</i> .	Melbourne Water	Ongoing	
Review proposals for the expansion of facilities and / or vessel activity programs against river capacity as projected in the River Traffic Management Plan.	Local Councils Parks Victoria	Ongoing	
For any new proposals or changes to existing boating facilities investigate the potential for shared use.	Local Councils Parks Victoria	Ongoing	

Within each zone there are one or more Event Management Precincts. Each Precinct has recommended activities that may or may not be permitted on the rivers. These recommendations are a guide only and the manager of any event must detail a complete risk assessment for participant and spectator safety and impacts on environmental and cultural values. The recommended events for this zone (by Precinct) are set out in the table below.

Zone 5: Passive Recreation – Yarra – Recommended Events

	Herring Island – Victoria St
Waterskiing / Wakeboarding	No
Power Boat Demonstrations	No
Personal Water Craft Demonstrations	No
Fireworks	No
Staging of Entertainment	No
Rowing	Yes
Dragon Boats / Outrigger	Yes
Canoeing / Kayaking	Yes
Sailing	No
Fishing	Yes





14 Zone 6: Active Recreation – Maribyrnong

This zone is bounded by Footscray Road (Shepherd Bridge) downstream and extends to Raleigh Road Bridge upstream. Within the zone there are four river crossings including Hopetoun Road Bridge, Lynchs Bridge, Farnsworth Avenue Bridge, and a footbridge near Pipemaker's Park. Major destinations and features include Flemington Racecourse, Burndap Lake (Edgewater), Footscray Park, Thompson Reserve, and Jacks Magazine.

This section of the river focuses on active recreation including commercial and recreational motor boating, a number of on-water events, and rowing, kayaking and dragon boating. Existing facilities include a number of private jetties/moorings, a mix of commercial and public berths, good car parking areas, and a marina and pump-out facilities at Burndap Lake.

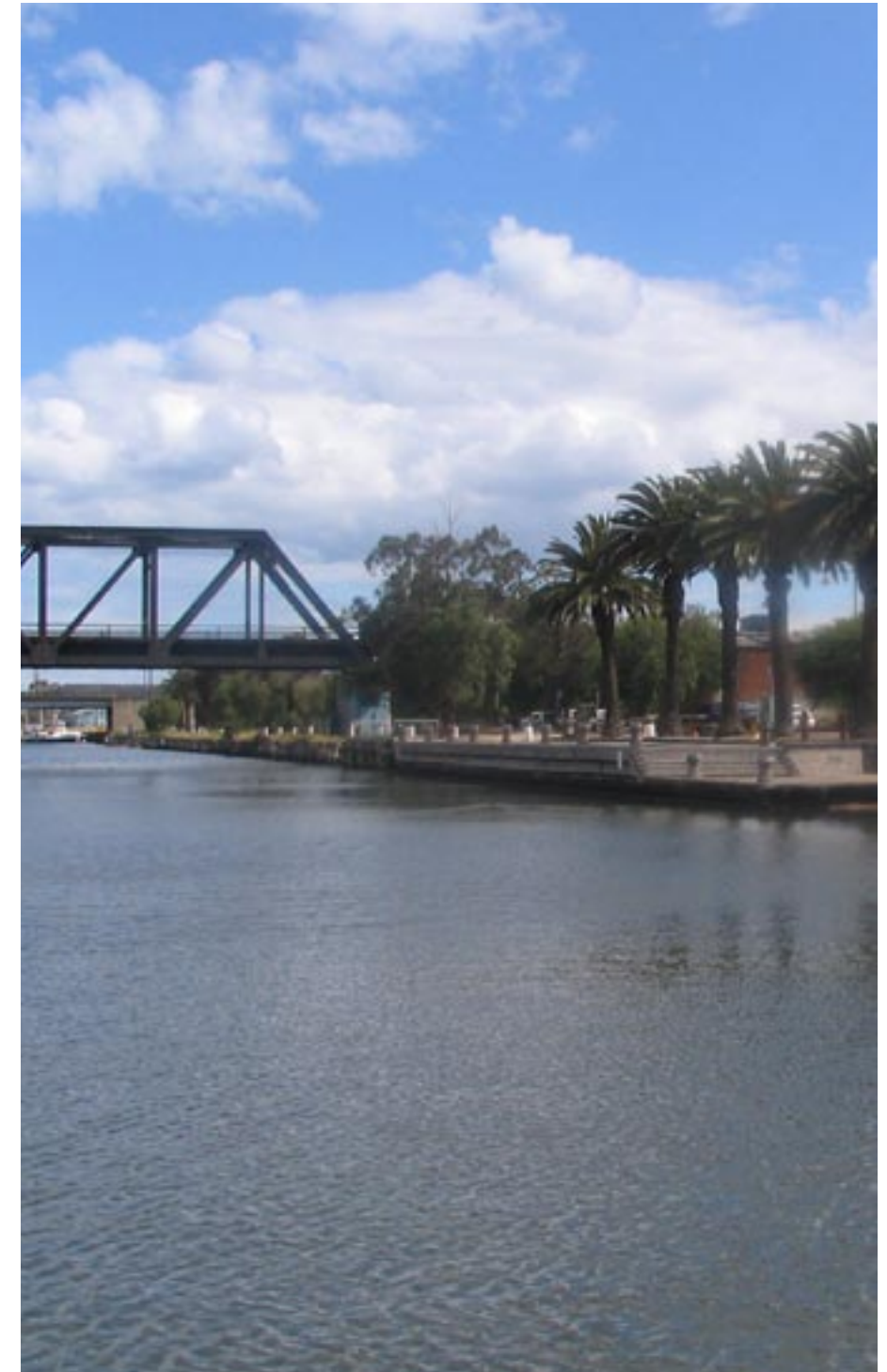
Future use is expected to continue growing over the next 10 years and pressures for additional facilities are likely.

14.1 Objective

To promote the Maribyrnong as an alternative to the Yarra for recreational and commercial boating.

14.2 Strategies

- Develop Burndap Lake as a key destination for boating and events on the Maribyrnong River including kayaking and rowing events and potential for sailing;
- Promote the river trails as a transport corridor for pedestrians and cyclists;
- Improve the safety of river trails through the application of crime prevention through environmental design principles;
- Encourage the shared use of rowing facilities to achieve equity of access to the river;
- Balance rowing, major events and commercial uses;
- Improve boating infrastructure at key sites;
- Promote the shared use of the river banks as valued recreational/environmental assets;
- Assess development proposals for boating facilities against river traffic capacity.



LEGEND

Existing Conditions and Proposed Actions

Berth – Commercial
 Berth – Public
 Club Building
 Car Park
 Rowing and Canoe Landing
 Marina
 Private Mooring/Jetty
 Fishing Platform
 Services
 Public Open Space
 Other Open Space
 Major Destinations
 Bridges
 Paths
 High Priorities for Dredging
 Dredging Priorities for Rowing Courses
 Cross Reference to WLAP Action Table

Zone 6

Active

Recreation

Maribyrnong



14.3 Key Actions/ Recommendations

To meet the objective for this zone the following actions will need to be achieved by the corresponding responsible authority.

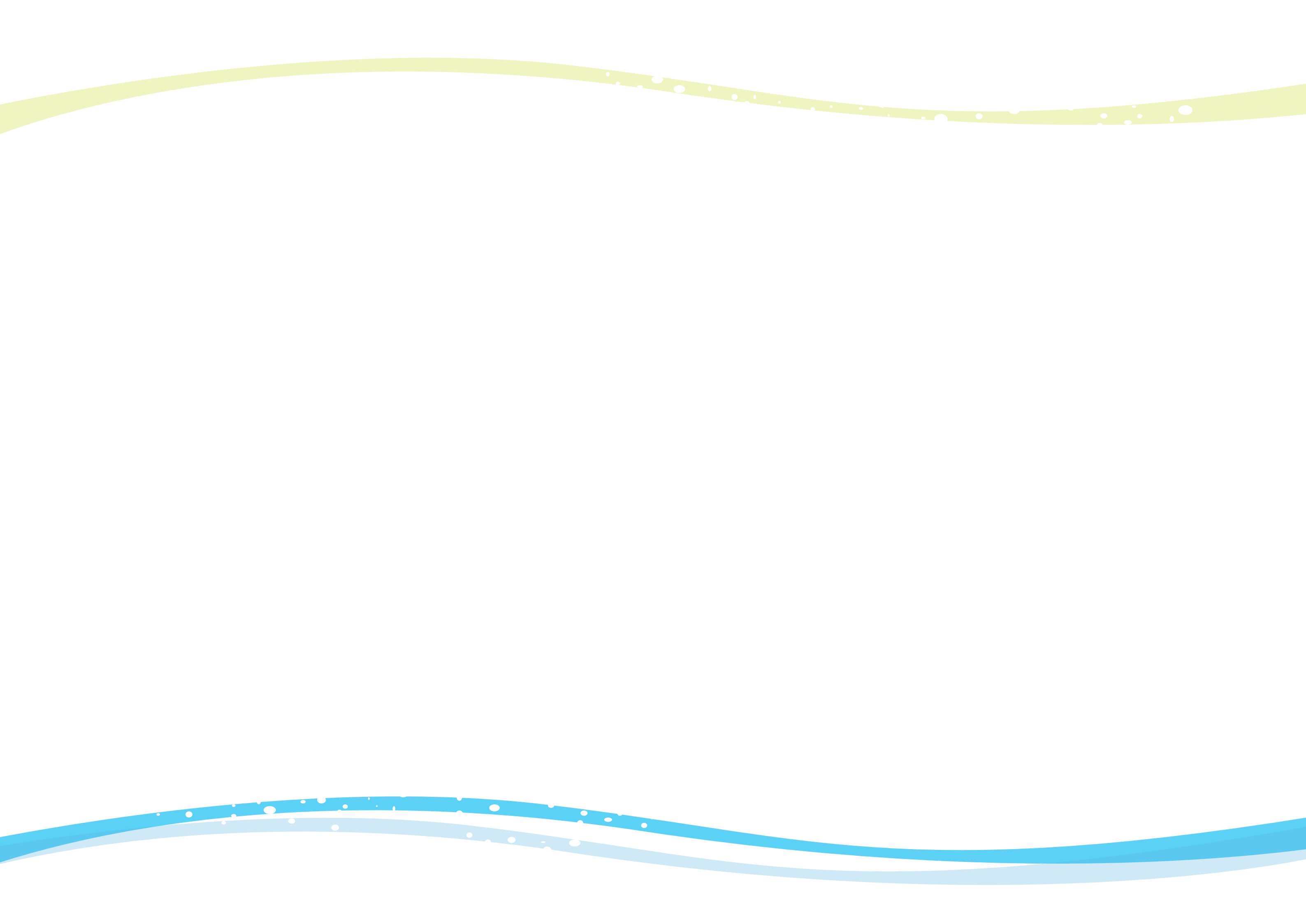
Actions	Who	When	Map Ref #
Reinstate Flemington Racecourse landing opposite Footscray Boat Club.	Parks Victoria	1-2 years	1
Reinstate the Footscray Park floating landing.	Parks Victoria	1-2 years	2
Improve safety of pedestrian environment at Raleigh Road Bridge.	Maribyrnong City Council Moonee Valley City Council VicRoads	1-2 years	3
Introduce a landing for canoers/kayakers at Pipemakers Park.	Parks Victoria	1-2 years	4
Improve pedestrian environment at Lynch's Bridge and Footscray Road Bridge, in particular improving the design and maintenance of the bridge approaches.	Maribyrnong City Council Melbourne City Council	3-5 years	5
Support the improvement of trail connections at Fairbairn Park and Maribyrnong Park using a route along Woods Street.	Moonee Valley City Council Parks Victoria	1-2 years	6
Seek access for river frontage at Fisher Parade.	Moonee Valley City Council DSE	5-10 years	7
Investigate the opportunity for a new footbridge linking Burndap Park to Fisher Parade.	Maribyrnong City Council Moonee Valley City Council Parks Victoria Melbourne Water	3-5 years	8
Provide improved landing access at Burtons Reserve.	Parks Victoria Maribyrnong City Council	1-2 years	9
Upgrade fishing platforms to allow for fishing and disabled access.	Parks Victoria Local Councils	3-5 years	
Improve pedestrian/cycle access including more trail lighting and signage at regular intervals.	Local Councils	3-5 years	
Utilise staged upgrades to facilitate improved access for disabled persons to canoeing/ kayaking facilities.	Local Councils	3-5 years	
Investigate the potential for bicycle parking facilities to be installed at key sites.	Local Councils Bicycle Victoria	1-2 years	
Improve certification and training of rowing coaches.	Rowing Victoria	1-2 years	
Improve the management of partial river closures.	Rowing Victoria Parks Victoria	On-going	
Phase out the use of megaphones by rowing coaches.	Rowing Victoria Parks Victoria	1-2 years	
Reduce conflict along the river bank between rowers, walkers, runners and cyclists through signage and education.	Local Councils Parks Victoria	1-2 years	
Upgrade and maintain shared trail network to appropriate standards.	Local Councils Parks Victoria	3-5 years	

Actions	Who	When	Map Ref #
Develop trails to nearby attractions such as Highpoint, Footscray and VUT and links to residential areas and schools.	Victoria University Maribyrnong City Council	3-5 years	10
Investigate need for improved lighting along eastern riverbank pathway south of Pipemakers Park.	Maribyrnong City Council	1-2 years	11
Implement the Footscray Riverside Project Master Plan.	Maribyrnong City Council	1-5 years	12
Investigate the feasibility of dredging rowing courses to maintain recreation opportunities	Parks Victoria Melbourne Water	1-2 years	
Review proposals for the expansion of facilities and / or vessel activity programs against river capacity as projected in the River Traffic Management Plan.	Local Councils Parks Victoria	Ongoing	
For any new proposals or changes to existing boating facilities investigate the potential for shared use.	Local Councils Parks Victoria	Ongoing	
Finalise the Waterway Management Activity Plan for the Maribyrnong River	Melbourne Water	1 year	
Implement the Waterway Management Activity Plan for the Maribyrnong River	Melbourne Water	1-15 years	

Within each zone there are one or more Event Management Precincts. Each Precinct has recommended activities that may or may not be permitted on the rivers. These recommendations are a guide only and the manager of any event must detail a complete risk assessment for participant and spectator safety and impacts on environmental and cultural values. The recommended events for this zone (by Precinct) are set out in the table below.

Zone 6: Active Recreation – Maribyrnong – Recommended Events

	Footscray Rd – Dynon Rd	Dynon Rd – Smithfield Rd	Smithfield Rd – Fisher Pde	Burndap Lake	Fisher Pde – Maribyrnong Rd
Waterskiing / Wakeboarding	No	No	Yes	Yes	No
Power Boat Demonstrations	No	No	Yes	Yes	No
Personal Water Craft Demonstrations	Yes	No	Yes	Yes	No
Fireworks	Yes	No	Yes	Yes	No
Staging of Entertainment	Yes	No	Yes	Yes	Yes
Rowing	Yes	Yes	Yes	Yes	Yes
Dragon Boats / Outrigger	Yes	Yes	Yes	Yes	Yes
Canoeing / Kayaking	Yes	Yes	Yes	Yes	Yes
Sailing	Yes	No	No	Yes	No
Fishing	No	No	Yes	Yes	Yes





15 Zone 7: Passive Recreation – Maribyrnong

This zone is bounded by Maribyrnong Road/Raleigh Road Bridge downstream and extends upstream to the study area boundary at the rock ford above Canning Reserve being the end of navigable waters. This zone contains the Defence Site Maribyrnong as well as potential destinations such as Poyntons Nursery Café and the historic Tea Gardens site.

This section of the river is characterised by its meandering and natural characteristics that are compatible with passive recreation.

15.1 Objective

To protect the scenic, tranquil parkland environment by encouraging passive recreation.

















15.2 Strategies

- Identify any gaps and major upgrades in the pedestrian/cycle network including additional river crossings to improve access to the river;
- Generally promote this zone for journey-based experiences rather than providing specific destinations;
- Only improve or provide boating infrastructure at key sites;
- Seek to integrate appropriate riparian margins of the Defence Site Maribyrnong redevelopment into the open space network of this zone, including provision of links for pedestrians/cyclists, boating facilities & riparian zones, and ensure a continuous corridor of public open space along the river is set aside when the site is redeveloped;
- Promote the shared use of the river banks as valued recreational/environmental assets;
- Encourage shared use of existing rowing facilities to achieve equity of access;
- Assess development proposals for boating facilities against river traffic capacity.



LEGEND

Existing Conditions and Proposed Actions

-  Berth – Commercial
-  Berth – Public
-  Club Building
-  Car Park
-  Depot
-  Marina
-  Rowing and Canoe Landing
-  Fishing Platform
-  Public Open Space
-  Other Open Space
-  Public Boat Launching Ramp
-  Major Destinations
-  Bridges
-  Paths
-  Dredging Priorities for Rowing Courses
-  Cross Reference to WLAP Action Table

Zone 7 Passive Recreation Maribyrnong



15.3 Key Actions/Recommendations

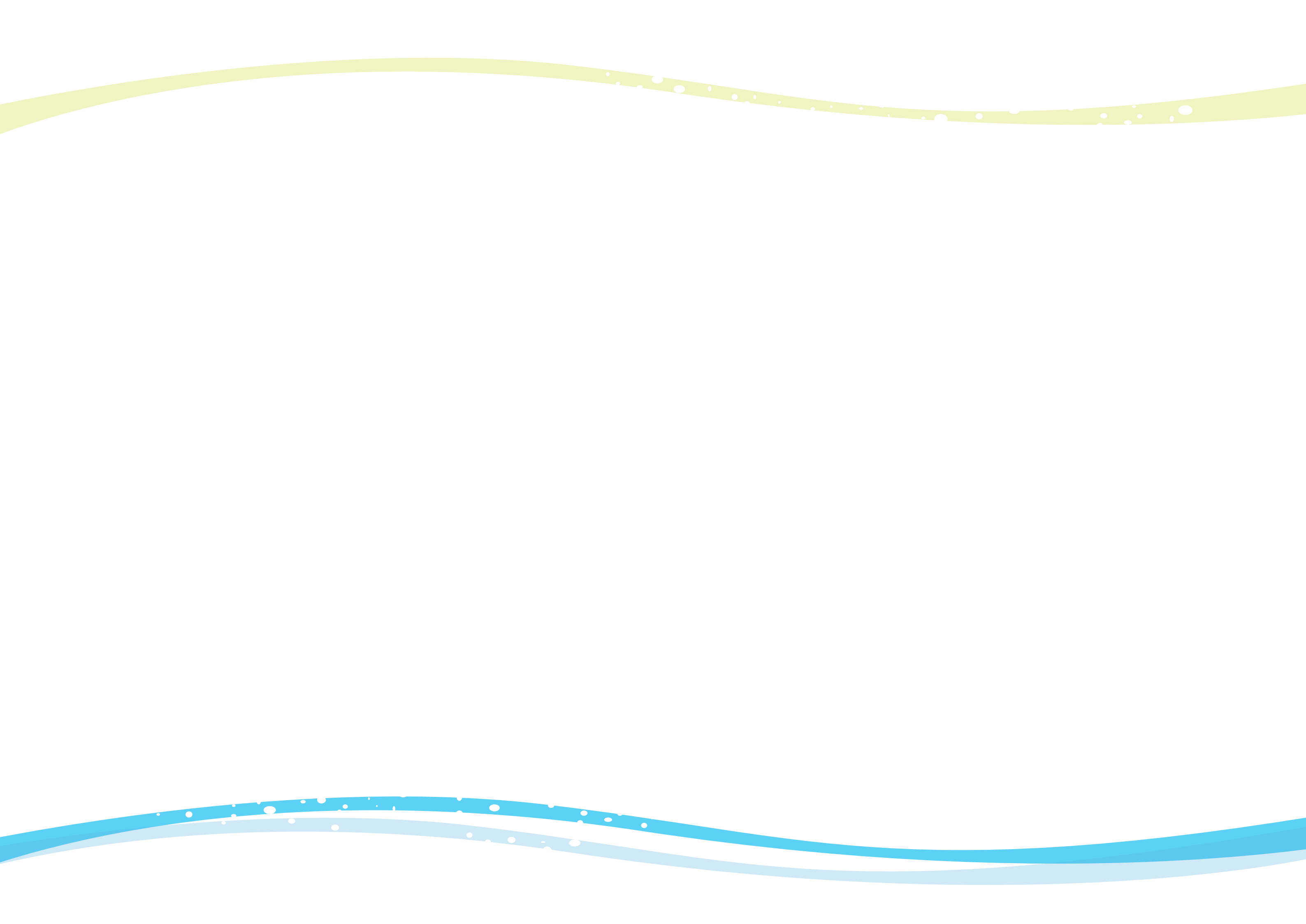
To meet the objective for this zone the following actions will need to be achieved by the corresponding responsible authority.

Actions	Who	When	Map Ref #
Provide a floating landing at the Tea Gardens for pick up/drop off only.	Moonee Valley City Council	3-5 years	1
As part of the Integrated Landscape Plan investigate opportunities for landing facilities at Defence Site Maribyrnong site.	Developer chosen by the Dept of Defence. Maribyrnong City Council Parks Victoria	3-5 years	2
Provide a floating landing at Poyntons Nursery for pick up/drop off only.	Moonee Valley City Council Parks Victoria	3-5 years	3
Utilise staged upgrades to facilitate improved access for disabled persons to canoeing /kayaking facilities.	Local Councils	3-5 years	4
Acquire necessary land and construct a shared bicycle and pedestrian pathway to connect the path on the southern side of the river upstream of Canning Reserve.	Maribyrnong City Council DSE	3-5 years	5
Undertake a safety audit of the pedestrian environment on the eastern side of the river at Raleigh Road Bridge and Canning St Bridge.	Moonee Valley City Council	1-2 years	6
Introduce signage denoting locations for emergency services at key points along the river.	Local Council	3-5 years	
Reduce conflict along the river bank between rowers, walkers, runners and cyclists through signage and education.	Local Councils Parks Victoria	1-2 years	
Upgrade and maintain shared trail network to appropriate standards, including a new trail linking the chain of parks along the top of the north-east escarpment at Avondale Heights.	Local Councils	3-5 years	7
Prepare an Integrated Landscape Study to develop a significant open space aggregation integrating future open space from the Defence Site Maribyrnong with the parklands at Afton Street and the confluence of Steele Creek.	Defence Department VicUrban Maribyrnong City Council Moonee Valley City Council Parks Victoria	1-2 years	8
As part of the previous action, investigate the opportunity for a new footbridge linking the Defence Site Maribyrnong with Steele's Creek and a new trail along riverside open space.	Maribyrnong City Council Moonee Valley City Council Parks Victoria	3-5 years	9
Investigate the feasibility of dredging rowing courses to maintain recreation opportunities.	Parks Victoria Melbourne Water DSE	1-2 years	
Review proposals for the expansion of facilities and / or vessel activity programs against river capacity as projected in the River Traffic Management Plan.	Local Councils Parks Victoria	Ongoing	
For any new proposals or changes to existing boating facilities investigate the potential for shared use.	Local Councils Parks Victoria	Ongoing	
Finalise the Waterway Management Activity Plan for the Maribyrnong River.	Melbourne Water	1 year	
Implement the Waterway Management Activity Plan for the Maribyrnong River.	Melbourne Water	1-15 years	

Within each zone there are one or more Event Management Precincts. Each Precinct has recommended activities that may or may not be permitted on the rivers. These recommendations are a guide only and the manager of any event must detail a complete risk assessment for participant and spectator safety and impacts on environmental and cultural values. The recommended events for this zone (by Precinct) are set out in the table below.

Zone 7: Passive Recreation – Maribyrnong – Recommended Events

	Maribyrnong Rd – Holmes Rd	Holmes Rd – Afton St Footbridge
Waterskiing / Wakeboarding	Yes	No
Power Boat Demonstrations	Yes	No
Personal Water Craft Demonstrations	Yes	No
Fireworks	Yes	Yes
Staging of Entertainment	Yes	Yes
Rowing	Yes	Yes
Dragon Boats / Outrigger	Yes	Yes
Canoeing / Kayaking	Yes	Yes
Sailing	Yes	Yes
Fishing	Yes	Yes



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2. *Lower Yarra River, Future Directions Plan & Recreational Guidelines*, Parks Victoria, 2001
3. *Tourism Plan for Melbourne's Waterfront*, Tourism Victoria, 2004
4. *Melbourne Docklands Water Plan*, Victorian Government, 2001
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6. *Maribyrnong River Tourism Project*, Thinking Synergy Pty Ltd, 2000
7. *Waterway Satisfaction Monitor*, Melbourne Water, 2002
8. *Two Rivers' review of regulatory framework*, Price Waterhouse Coopers, 2004
9. *Two Rivers Traffic Management Plan – A Strategy for Sharing Melbourne's Rivers and Bays*, GeoDimensions, 2006
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20. *Linking People and Spaces*, Parks Victoria, 2002
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