
TRANSPORT ASSET MANAGEMENT PLAN EXECUTIVE SUMMARY



1. EXECUTIVE SUMMARY

Context

Eurobodalla Shire Council is situated on the South Coast of NSW and covers an area of approximately 110km of coastline. This includes the three major towns of Batemans Bay, Moruya and Narooma as well as numerous smaller villages.

Council provides a transport network, in partnership with the NSW Roads and Maritime Services, to enable the safe, efficient and sustainable movement of people and goods into and through the Shire as well as to providing access to people's homes. The network provided is vital to the social, economic and environmental wellbeing of our community, impacting the daily lives of all who choose to live, work in and visit our beautiful Shire.

Our transport network aims to provide for all modes of transport including motorists, transport operators, public transport, cyclists, motorised scooters, wheel chairs and pedestrians.

Tourism brings major benefits to our community. It also brings significant challenges in meeting the peak demands of a population that can more than triple during peak periods.

The NSW State Government, through the Roads & Maritime Services, has responsibility for funding the maintenance and improvement of the Kings Highway and Princes Highway. These highways are the primary means of transport to/from our community. They are vitally important to the wellbeing of our community, to support growth and to the economic development and employment opportunities within Eurobodalla. This asset management plan does not address the on-going management of these State owned assets. Council will need to continue to show leadership in advocating on behalf of our community for upgrades to these highways, working with the South East Australian Transport Strategy Inc (SEATS) to promote regionally important projects.

For the Kings Highway, Council undertakes maintenance and other works under contract to the Roads & Maritime Services on the section from the Princes Highway to the top of the Clyde Mountain (36.7km).

The plan does not include urban stormwater drainage or marine structures. These are considered in separate Asset Management Plans. Nor does it consider such items as fences or retaining walls unless these are an integral part of the transport asset.

Transport Assets

The transport network comprises:

• Sealed and unsealed rural and urban roads	947km
• Regional roads	57km
• Bridges/causeways & major culverts	112
• Pathways	107km
• Carparks	141
• Bus shelters	67

These assets have a current replacement cost of approximately \$557M and a written down value of \$376M (as at 30 June, 2014). This represents 51.5% of general fund infrastructure assets. The transport assets are being revalued during 2014/15 and this will see an increase in the valuation of these assets.

Council has undertaken detailed strategic work to inform future plans for transport assets in consultation with the community. These strategies and studies inform the future capital upgrades needed to meet community need as demand increases due to growth. This includes:

- Eurobodalla Community Strategic Plan (One Community)
- Delivery Program (2013-17) and Operations Plan (2014-15)
- Northern Area of Eurobodalla Study 2011
- Batemans Bay Traffic and Transport Study 2010
- Batemans Bay Parking Study 2011
- Moruya and Narooma Parking Study 2011
- Eurobodalla Pathways Strategy 2010
- Eurobodalla Road Safety Strategic Plan 2013-17

In July 2012 a survey of the community undertaken by independent researchers, Micromex Research, provided the following feedback about the importance and current level of satisfaction with a score out of 5 (5 being very important or very satisfied).

Service/facility	Importance	Satisfaction	Performance gap
Sealed roads	4.55	2.88	1.67
Unsealed roads	4.12	2.70	1.42
Traffic congestion	4.17	3.0	1.17
Road safety	4.23	3.08	1.15
Pathways	4.38	3.3	1.08

Overall these services were rated high to very high in importance by the community and moderately low to moderate in satisfaction level. The performance gap rated number 2, 5, 10, 12 & 18 respectively out of the 40 services tested.

Key Challenges

The current level of funding to sustain the existing transport network is inadequate. This is resulting in a steady decline in condition of long lived assets. It also adversely impacts the provision of adequate renewal of short lived assets (useful life less than 20 years) such as reseals and gravel resheets. This results in increased maintenance costs, reduced public safety and greater risk of structural failure. This should be addressed now to prevent more significant impacts and higher costs in the future.

Council also has a significant number of timber and concrete bridges in declining condition. The proximity to the ocean and heavily salt laden air has taken its toll on a number of concrete bridges and major culverts, requiring extensive refurbishment and/or replacement.

Many of the transport assets across Eurobodalla were constructed as part of subdivisions and development in the 1960's and 70's. These are now approaching the end of their useful life and/or are of a lower standard than is acceptable today. Many urban streets lack appropriate stormwater drainage resulting in localised flooding, have no footpaths and poor road pavements. There are approximately 25 km of urban roads identified in need of kerb and guttering, provision of stormwater drainage and pavement renewal. These urban reconstruction projects will need to be tackled on a priority basis. These works provide an important contribution to renewing some of the oldest road pavements.

Only about one in five urban roads has a pathway on at least one side of the road. This is at odds with the high number of people walking, using scooters and cycling, our ageing demographic and road safety objectives. Council developed the Eurobodalla Pathway Strategy 2010 in consultation with the community to identify agreed high priority pathway linkages.

In our rural areas, previous rural planning schemes of the late 1980's led to a high demand to reconstruct and bitumen seal lead-in roads. Whilst Council is collecting developer contributions, these roadworks still require significant funding from Council for its share of the work. At the end of 2014/15 financial year there will be 10.7km of unsealed rural road still to be reconstructed and sealed under the Section 94 Rural Roads Plan.

There are identified deficiencies across the road network such as a lack of guardrail, culvert headwalls and trees too close to the road, and inadequate pavement width. These all present a risk to public safety that need to be addressed on a priority basis.

Eurobodalla is a growth area with subdivision and development placing increasing pressure on our transport network. This is most prevalent in the north of the Shire. Council has developed traffic studies which assess the impact of steadily increasing traffic flows and recommends upgrades to maintain the current level of service and provide for the safe movement of traffic and people.

There is a high demand for parking in commercial areas. The provision of additional parking will need to be provided by developers or through appropriate developer contribution plans.

Council also needs to consider demand management strategies to minimise parking demand and associated vehicular management. This should include improved pathway networks, integrated public transport facilities, streetlighting and where appropriate, paid parking (only justified and already in place within the northern sector of Batemans Bay CBD).

A number of existing bus facilities are non-compliant from an accessibility perspective. Council is undertaking works funded through grants, to bring 55% of the bus facilities to a compliant standard by 30 June, 2015. Council has a requirement to increase this to 90% by December 2017 and 100% by December 2022. These remaining works are currently unfunded.

What does it Cost?

The projected outlays necessary to provide the services covered by this Asset Management Plan (AM Plan) includes operations, maintenance, renewal and upgrade of existing assets over the 10 year planning period is \$136M or \$13.6M on average per year. This covers the actual projected expenditure required in the next ten years (as opposed to the annual depreciation amount).

The upgrade works include:

Asset sub-class	Total planned upgrade expenditure (\$M)	Total projected upgrade expenditure (\$M)
Rural Roads	9.99	12.53
Urban roads	2.96	3.09
Regional roads	0.69	1.69
Bridges	0	0
Pathways	3.02	3.52
Bus shelters	0	0.51
Major projects	10.70	10.70
Annual average total	27.35	32.06

The above figures exclude the renewal component of works and are in 2015/16 dollars.

The NSW Government has committed \$10M for the construction of the South Batemans Bay Link, \$9.5M of which will be available to Council. Council has formed an alliance with the NSW Roads & Maritime Services to complete the investigation of the intersection with the Princes Highway and oversight delivery of the Link Road and associated works. Final timing is directly linked to the finalisation of the work by the alliance.

Council has also committed to provide a roundabout to service the Hanging Rock Regional Sporting Complex and is seeking supporting funding from government to address pedestrian, cycling and vehicular safety and capacity issues. This regional complex also includes Batemans Bay Library, University of Wollongong and Illawarra TAFE as well as various sporting centres and Hanging Rock Regional Boat Ramp.

The timing of the remainder community strategic roads and car park upgrades (under major projects) is dependent upon the rate of development.

The projected upgrade figures shown above for urban, rural and major projects is the expected cost of works over the next 10 year horizon. Close monitoring of development, traffic flows and regular five yearly reviews of the strategic traffic models will be needed to plan appropriately for these works. The works identified in the adopted traffic studies are designed to mitigate the decreasing levels of service due to increasing congestion and provide for the safe movement of transport and people as development proceeds and traffic flows increase.

Rural roads program is designed to meet Council's obligations under the Section 94 development contributions plan and includes an allowance for developer contribution. The projected upgrade expenditure includes four sections of rural roads which should also be sealed. There are no plans to seal the remaining four hundred kilometres of unsealed roads.

The upgrade component shown for urban roads is substantially funded from the stormwater program and resident contributions. The remainder of the works are renewal of existing pavements and are included under renewal.

The figure shown for pathways is based on the current annual allocation. The projected figure allows Council to advance work on the Eurobodalla Pathways Strategy 2010 to work toward meeting community expectations (an extra \$0.5M over ten years). Council should also continue to actively leverage grants and work with the community to expedite high priority works within the adopted strategy. The pathway

strategy contains an estimated total \$14M of outstanding works which will need to be delivered over a longer period extending beyond the ten year horizon.

Council will continue to actively seek grant funding to meet the projected upgrade expenditure and accessibility targets for bus stops. Council will also utilise the limited renewal funding for bus facilities to progressively replace shelters and comply with the new standards.

At June 2014, the estimated annual funding needed to renew and sustain the existing transport network based on whole of life costs was \$9.9M per annum (compared to the 2013/14 annual depreciation of \$8.0M). This difference is due in part to the increases in costs since 2013/14 and the fact that some assets have been depreciated to zero (as part of the backlog of works). The figures below compare average annual funding need (rather than depreciation) against current expenditure levels on renewal.

The average underlying expenditure on renewal over the next ten years is \$5.7M per annum (except 2015/16 where \$8.47M is proposed including loan funded bridge works). The average annual renewal need based on the \$9.9M per annum, allowing for growth over ten years, is \$10.5M per annum. This leaves an underlying average annual shortfall compared to need of \$4.8M per annum in years 2-10. The total shortfall in renewal funding over this ten year period is \$45.3M

Further strategies are needed to secure additional funding. Part of the recommended strategy is to seek IPART approval for a special rate variation. Priority should be given to:

- i) High priority backlog works including bridges & protective rockwalls to manage risk (\$4.5M)
- ii) Removing the annual infrastructure gap for short lived assets, particularly resealing sealed roads and resheeting unsealed roads, to progressively remove the backlog of works for short lived assets (\$0.3M in year one and \$0.5M per annum in years 2 onwards increasing to cover growth in the sealed network). These treatments have the effect of providing a safer driving surface for the community and providing greater protection to the underlying structural road pavement,
- iii) Provide for the urban renewal within the Batemans Bay CBD (roads and pathways) to address risk issues (uneven pathways) and provide economic stimulus to the main commercial precinct (\$1.25M)
- iv) Provision of high priority pathways to improve accessibility and road safety, and provide alternate transport, as identified in the Eurobodalla Pathways Strategy 2010 (\$0.05M per annum)
- v) Sealing select identified rural roads to address high traffic loads and associated maintenance, and road safety and access issues (\$2.55M)

Micromex Research conducted a survey of residents in relation to the special rate variation in 2014. This indicated that 50% of those surveyed were somewhat to very supportive of a cumulative and on-going special rate rise over three years. When asked how supportive residents were of the above projects types 82%, 87%, 58%, 82% were somewhat supportive to very supportive of items (i), (ii), (iii) & (v) respectively. Verbatim comments were also favourable towards improving the pathway network, which was also supported during the preparation of the Eurobodalla Pathways Strategy 2010, Eurobodalla Road Safety Plan 2014 and the 2012 Micromex research report.

If funded, this strategy would inject \$10.55M extra funding (an increase of 17.6% on top of the planned \$59.8M renewal funding), specifically targeted to reduce the shortfall in renewal funding over ten years and effectively manage the backlog of high priority renewal works. It would also provide \$3.05M for select high priority upgrade works to manage risk and meet community need.

Importantly, by addressing the annual infrastructure gap of short lived assets, undertaking works on a priority basis commensurate with the road hierarchy to effectively manage risk and by taking a longer term view, the backlog of short lived asset renewals can be progressively reduced over a ten year cycle.

Care is needed however in future budgeting to ensure sufficient funding for the growth of assets and the actual cost of undertaking work (as compared with the rate peg amount set by IPART). The NSW Roads & Transport Directorate predicts an annual average increase in actual costs of 4% per annum for the period 2010-2020. The nominated IPART rate peg increase for 2015/16 has been set at 2.4%.

The cost of doing work has historically outstripped rate pegging (including under competitive tendering arrangements). The above analysis does not make allowance for a cost differential above rate pegging and Council should continue to advocate for annual base increases in rates better aligned to the efficient and effective cost of delivering civil work.

The next review of this AMP should review the funding strategy to ensure additional funds are made available for the renewal of longer lived assets and community strategic roads beyond the ten year timeframe. It is anticipated that the quantum of pavement renewal that will be required in the subsequent ten year period will be substantially higher than over the first ten years (due to the age and nature of the road pavements and changing traffic mix).

What we will do

Council plans to maintain and develop the transport network to achieve the following strategic objectives.

- Maintain and renew our existing and future transport network to the limit of funding available. The current funding is inadequate to sustain the current level of service, which will see in a steady decline in condition and customer satisfaction (already rated as moderately low to moderate).
- Progressively address identified network deficiencies such as inadequate road width, lack of protective fencing, unsealed shoulders, roadside hazards, inadequate capacity, lack of drainage, previous inadequate construction methods and designs used in the 60's & 70's.
- Meet legal obligations established under previous developer contribution plans to reconstruct and upgrade local rural lead-in roads.
- Develop our transport network to cater for anticipated growth and limit the decline in level of service from a capacity perspective, minimise congestion and provide for the safe movement of traffic.
- Promote alternate forms of transport (e.g. public transport, cycling and walking) through the provision of infrastructure on a priority basis.
- Manage demand for parking through appropriate time parking restrictions, paid parking, and by requiring developers to provide for their own parking on-site or pay appropriate developer contributions.
- Investigate options to improve transport efficiency (particularly for bridge capacity) and advocate to government to fund these works.

To achieve these outcomes, we plan to provide transport services by:

- Limiting routine maintenance to current levels, with an allowance for the increasing costs and increase in asset size (to allow for growth),
- Continue the urban road reconstruction program to renew ageing road pavements as well as using the stormwater program and resident contributions to provide the necessary stormwater and kerb & gutter,
- Continue the reconstruction and sealing of roads within the Section 94 Rural Roads Developer Contribution Plan. Limit further sealing and reconstruction of rural roads to avoid the capital cost and

higher on-going costs associated with looking after sealed roads. Upon completion of the current Section 94 program, these funds should be re-directed to renewal and/or capacity improvements,

- Provide funding to address priority network deficiencies over time and where possible leverage grants for road safety improvements,
- Provide funding for the construction of pathways and leverage this through grants and community involvement to develop the pathway network in accord with the Eurobodalla Pathways Strategy 2010,
- Pursue a modest special rate variation to address high priority challenges and risks (as identified above under 'what it costs'),
- Provide funding, often via loans, and actively pursue grants for improvements to the network to meet capacity demands and safety improvements (eg intersection upgrades, pedestrian improvements),
- Utilise developer contributions to optimise available car parking in CBD areas,
- Pursue grant funding to provide for increases in load carrying capacity of bridges to meet transport needs,
- Pursue grant funding for the upgrade of bus facilities to meet accessibility requirements,
- Progressively widen and seal road shoulders for cyclists in conjunction with rehabilitation works (where practicable and affordable, and/or through the re-use of suitable material for filling),
- Ensure infrastructure provided by developers is constructed to an appropriate standard taking account of 'whole of life costing' analysis,
- Care should be taken in future land-use planning decisions to ensure the burden on the ratepayer is not increased through creation of additional demand for sealing of roads without appropriate developer and on-going income offset.

What we cannot do

The current level of funding is insufficient to provide services at the desired service levels or provide upgraded services sought by the community. Works and services that cannot be provided under present funding levels are:

- The current level of service cannot be sustained in the long term with the current funding levels, resulting in a long term increase in the backlog of works, declining condition, increased maintenance and increased risk to community safety,
- Meeting the annual renewal need for short lived assets such as reseals and gravel resheets or long lived assets such as road pavements in the longer term,
- Sustaining the current bridge, culvert infrastructure and protective rockwall infrastructure to prevent a decline in condition and in increase in risk,
- Reconstruction and sealing of gravel roads not identified in the Section 94 Rural Roads Developer Contributions Plan. Roads that should be considered for sealing (other than rural roads within the Section 94 plan) include Old South Coast Road Narooma, Riverview Road Narooma (the gap), Wamban Road Moruya (part) and Congo Road south, Congo (to the village of Congo) if funding can be identified,
- Upgrading of urban sealed roads not listed in the Urban Roads Priority pointscore,
- Footpaths and shared paths not listed in the Pathways Strategy 2010,
- Widening of road shoulders for cyclists except in conjunction with other works or via grants,
- Meet the demand for improvements to prevent a decline in level of service from a capacity perspective (i.e. congestion will increase),
- Increase car parking beyond that funded via developer contributions,
- Provide additional bus infrastructure or address accessibility deficiencies without grant funding.

The proposed special rate variation will address the high priority items works but not all of those issues outlined above. This proposal therefore offers a balance between level and service and cost based on extensive consultation with the community through the Community Strategic Plan, Delivery Program/Operations Plan and relevant strategies, plans and traffic studies.

Managing the Risks

There are risks associated with providing the service and not being able to complete all identified activities and projects. We have identified major risks including:

- A decline in asset condition with time leading to reduced public safety, increased maintenance costs and a higher risk of structural failures,
- Increased congestion on main arterial routes,
- Declining resident satisfaction,
- Potential for increased public liability claims against Council,
- Difficulty in complying with the Civil Liabilities Act 2002.

We will endeavour to manage these risks by:

- Prioritising actions including risk as a consideration,
- Implementation of our Local & Regional Road Risk Management and Pathways Risk Management Policies,
- Regular monitoring and increasing our knowledge of the condition of assets on a network basis,
- Improved practices and techniques and through use of improved technology,
- Continued capacity building of our people,
- Implementation of asset management principles and activities including continually improving data management.

We will also pursue a special rate variation to address the key priorities and risk outlined.

Confidence Levels

This AM Plan is based on a moderate-high level of confidence information noting that the transport network is being revalued this financial year.

The Next Steps

The actions resulting from this asset management plan are:

- Pursue the asset management improvement plan outlined in Section 7.2,
- Following this review, integrate the outcomes from this asset management plan and update Council's Long-term Financial Plan, Delivery Program and Operational Plan & associated annual budget,
- Continue to seek additional funding of transport assets from State and Federal Governments to minimise the burden on ratepayers,
- Where appropriate, pursue contributions from developers under adopted developer contribution plans and/or planning agreements,
- Manage the asset with a long term view to balance renewal activities against capital upgrade needs
- Pursue a special rate variation to help address the annual infrastructure gap, high risk backlog issues and identified community needs contained within this asset management plan.



COMMUNITY AND OPERATIONAL FACILITIES ASSET MANAGEMENT PLAN EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

Context

Council provides a range of buildings and facilities across the Shire for the community's benefit and usage that enable residents and visitors to participate in community life. Council also has a number of facilities that enables it to operate or undertake a limited range of commercial activities.

This asset management plan covers the following infrastructure assets:

- Libraries
- Community centres and public halls
- Children services facilities such as After-School Care, family centres and Pre-school
- Surf Clubs
- Public Halls
- Sporting facilities buildings
- Swimming centres
- Public toilets
- Emergency services buildings
- Botanic Gardens
- Racecourse
- Administration buildings
- Depots
- Cemeteries
- Saleyard
- Pound
- Telecommunications
- Tourist Centres
- Airport

Council "owns" building related assets with an estimated current replacement cost of \$96.1M. This is approximately 8.9% of all Council's general fund assets.

Council has undertaken detailed strategic work to inform future plans for community and operational assets in consultation with the community. These strategies and plans inform the future capital upgrades needed to meet community need as demand increases due to growth. This includes:

- Eurobodalla Community Strategic Plan (One Community)
- Delivery Program (2013-17) and Operations Plan (2014-15)
- Recreation and Open Space Strategy 2010
- Eurobodalla Disability Action Plan 2012-17
- Eurobodalla Social Plan 2010-15
- Situational Analysis and Cultural Infrastructure Report

All of the above have been through extensive consultation with the community.

In July 2012 a survey of the community undertaken by independent researchers, Micromex Research, provided the following feedback about the importance and current level of satisfaction with a score out of 5 (5 being very important or very satisfied).

Service/facility	Importance	Satisfaction	Performance gap
Public toilets	4.49	3.01	1.48
Facilities for people with a disability	4.38	3.25	1.13
Pools	4.18	3.07	1.11
Community centres and halls	3.78	3.22	0.56
Arts and cultural facilities	3.72	3.16	0.56

Overall these services were rated moderately high to very high in importance by the community and moderate in satisfaction level. The performance gap rated number 4, 13, 15, 36 & 36 respectively out of the 40 services tested.

What does it Cost?

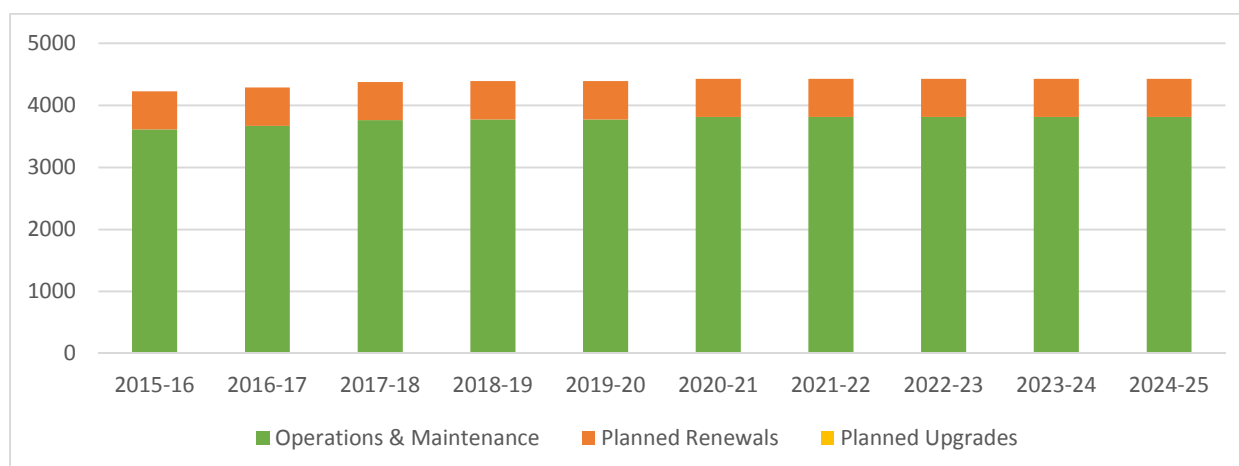
The projected outlays needed to provide the services covered by this community and facilities asset management plan (CFAMP) including projected operations, maintenance, renewal and upgrade of assets over the 10 year planning period is estimated at \$51.3M (equivalent to \$5.13M per annum on average in 2015/16 dollars).

The long term average costs to sustain the assets covered by this plan, including operations, maintenance and depreciation (including an allowance for the on-going whole of life costs of upgraded infrastructure) is estimated at to be \$5.95M at 30 June, 2014 growing to \$6.28M in 2024/25 (in 2015/16 dollars).

The currently planned expenditure over the next ten years is \$43.8M (equivalent to \$4.38M per annum average in 2015/16 dollars). The planned expenditure is outlined in the graph below.

The total shortfall in funding is \$7.4M compared to the need over the next ten years. This is made up of \$2.1M in renewal of short lived assets (useful life less than 20 years) and \$5.3M worth of capital renewal and upgrades.

This analysis accounts for operations and maintenance expenditures being contained at current levels (\$3.4M in 2015/16) except for an allowance for the growth in assets.



Planned Operating and Capital Expenditure

The projected expenditure includes allowances for the release of \$4.67M from the sale of surplus land parcels identified in the adopted Recreation and Open Space Plan 2010 and from the recent sale of land in Tuross Head. Of this amount, \$1.075M of this will be spent on community and operational facilities.

This identified land has been reclassified and will be sold over the next five years with projects planned to occur once the income has been derived. This strategic review and optimisation of Council's reserve portfolio significantly reduces the funding required to deliver the outcomes agreed in the Recreation and Open Space Plan 2010.

The remainder of the funding shortfall (\$4.46M) compared to community need is unfunded. The proposed special rate variation will address \$1.955M of the funding required over the next ten year period (excluding that required for the Moruya Library extension and exhibition centre, \$2.5M), and thereafter cover the whole of life cost of any new or upgraded infrastructure.

Council is focussed on addressing works required to sustain our infrastructure in a fit for purpose condition. The program of works for Community and Operational Facilities is derived from the analysis of the annual infrastructure gap and known backlog of works requiring attention or required to appropriately manage risk. Key references also include:

- Eurobodalla Community Strategic Plan (One Community)
- Delivery Program (2013-17) and Operations Plan (2014-15)
- Recreation and Open Space Strategy 2010
- Eurobodalla Disability Action Plan 2012-17
- Eurobodalla Social Plan 2010-15
- Situational Analysis and Cultural Infrastructure Report

All of the above have been through extensive consultation with the community.

Issues needing to be addressed include:

- increasing the rate of replacement of key assets to reduce the need to remove more of these assets from the community,
- increasing the care of significant community buildings to ensure they meet reasonable customer and functionality need

This approach seeks to utilise annual renewal funding in a targeted priority basis manner to effectively manage risk.

The current level of funding will see a progressive increase in the backlog of works over the longer term, a reduction in level of service over the ten year period and an inability to address deficiencies in the building portfolio such as accessibility or provision of new infrastructure.

Projects identified in this asset management plan requiring additional funding (excluding projects funded through land sales) are:

- i. Removal of the annual infrastructure gap for short lived assets (\$1.9M over ten years at \$0.19M per annum). This includes activities such as renewal of building components, full external and internal painting, reroofing, whole recarpeting, placement of pumps at pools and the like.
- ii. Improvements to local community halls to improve and renew asset components, and improve amenities and accessibility, to support increasing use (\$0.56M),
- iii. Renewal and upgrade of the airport terminal building and extension of the aircraft apron and car parking (\$0.27M),
- iv. Provision of accessible toilets (seven) to existing toilets at high profile sites across Eurobodalla (\$0.35M),
- v. Upgraded amenities/storage at key reserves including Gundary oval Moruya, Kyla Oval Tuross Head and Tilba oval, Moruya showground and a new multi-use pavilion at Riverside Park Moruya (\$0.775M),
- vi. Provision of a centrally located cultural/exhibition centre, Moruya (\$2.5M). Council has determined that these works will not be included in the proposed SRV. Consequently other funding sources will need to be identified if these works are to proceed. These works have been included in the ten year plan but remain unfunded at this point.

Micromex Research conducted a survey of residents in relation to the special rate variation in 2014. This indicated that 50% of those surveyed were somewhat to very supportive of a cumulative and on-going special rate rise over three years. When asked how supportive residents were of the above projects types 89, 66%, 82%, 74%, 44% were somewhat supportive to very supportive of items (i), (ii), (iii), (iv) & (vii) respectively.

If the SRV is approved, the summary of funding for the additional \$5.53M capital upgrade would be:

Funding Source	Amount
Land sales	\$1.075M
Grants	\$0
SRV	\$1.955M
Unfunded works	\$2.5M
Total	\$5.53M

Council will continue to pursue funding for Moruya Library extension and exhibition centre through grants and other avenues.

What we will do

Council's goal in managing infrastructure assets is to meet the required level of service in a cost effective manner for present and future users. The key elements of managing Council's Community and Operational Facilities is to:

- Take a life cycle approach,
- Develop cost-effective management strategies for the long term,
- Provide a defined level of service and monitor performance,
- Understand and meet the demands of growth Managing risks associated with asset failures,
- Sustainable use of physical resources,
- Continually improve in asset management practices.

Demand for new services will be managed by first maximising the utilisation of existing facilities. In some cases this may mean upgrading existing assets to improve accessibility, parking, heating and the like. Making these improvements may also encourage increased utilisation. Shared use of facilities will be encouraged. Council will not support facilities for a sole user group.

To limit increases in on-going whole of life costs, new community assets will only be provided where:

- the need cannot be reasonably satisfied through the use of existing Council or other non-Council assets
- longer term savings can be achieved to justify the capital expenditure (e.g. operational savings through reduced staffing)
- a significant economic return can be achieved for the community that justifies the expenditure of ratepayer funds

We plan to provide services for the following:

- Operation, maintenance and renewal of community, public toilet, emergency services, operations, airport leased and commercial property facilities to meet service levels set in annual budgets within the 10 year planning period.

What we cannot do

Based on Council's existing strategies and plans, along with gap analysis and feedback from the community, there are capital projects and renewal works identified that are unfunded unless additional revenue sources, either through grant funding or a Special Rate Variation, are realised.

A range of capital projects have been identified through various strategies, plans and from feedback from the community. These are currently unfunded and are outlined in Appendix C. The projects were selected to:

- support economic growth and employment opportunities (e.g. Moruya airport upgrade)

- deliver a broad range of social and economic benefits (e.g. Moruya library and exhibition centre)
- significantly improve accessibility to Council facilities including buildings and public toilets
- address areas where the service is costly to
- effectively manage risk through replacement or upgrade of existing infrastructure
- protect existing land and the environment
- address gaps in our infrastructure to service our community's demographic
- provide improvements to public safety

The current level of funding does not meet the full amount of depreciation and this will need to be addressed beyond the ten year timeframe if the current level of service is to be sustained in the long term. Council should remain cognisant of the need to provide for the whole of life cost of any new infrastructure built.

Any funding becoming available from the proposed special rate variation after loans are repaid down should be restricted for renewal of assets such as buildings.

Managing the Risks

There are risks associated with providing the service and not being able to complete all identified activities and projects. Identification of all major risks is an ongoing program of Council.

We will endeavour to manage these risks within available funding by:

- undertaking regular inspections
- preparing action plans to minimise disruption to services
- continuing to identify productivity and efficiency savings.

Confidence Levels

This AM Plan is based on a medium-high level of confidence information. Council has undertaken condition assessment of its major buildings and will continue to gather and analyse more detailed information to increase confidence levels over time.

The Next Steps

The actions resulting from this asset management plan are;

- Review the IT solutions for the Asset Register, Maintenance Management System and Asset Management System for Community and Operational Facilities,
- Complete collection of component condition data including on-going review of useful lives,
- Continually improve the 10 year renewal program for operational and community facility assets based on their component condition and input into future revisions of the asset management plan,

Continue to revalue Community and Operational facility assets on the basis of "fair value" in accordance with AASB 116.



RECREATIONAL FACILITIES ASSET MANAGEMENT PLAN EXECUTIVE SUMMARY



Version 3 – January 2015

EXECUTIVE SUMMARY

Context

Council provides a range of Recreational Facilities across the Shire for the community's benefit and usage that enable residents and visitors to participate in community life.

This asset management plan covers the following infrastructure assets:

- Sporting facilities (excluding associated buildings),
- Parks and reserves,
- Skateparks,
- Netball facilities.

This plan does not include:

- Buildings
- Marine infrastructure

Council "owns" recreational related assets (covered by this plan) with an estimated current replacement cost of \$26.2M. This is approximately 2.4% of Council's general fund infrastructure assets.

Council has undertaken detailed strategic work to inform future plans for recreation and open space assets in consultation with the community. These strategies and studies inform the future capital upgrades needed to meet community need as demand increases due to growth. This includes:

- Eurobodalla Community Strategic Plan (One Community)
- Delivery Program (2013-17) and Operations Plan (2014-15)
- Eurobodalla Recreation and Open Space Strategy 2010

Council developed the Eurobodalla Recreation and Open Space Strategy 2010 (ROSS) in consultation with the community. The ROSS outlines the strategy for provision of recreation infrastructure. The ROSS includes the following key strategies:

- Optimisation of our existing assets
- Shared use of facilities
- Identification and sale of surplus lands

A key direction is therefore to improve existing assets rather than building completely new facilities, where practicable, and to cluster facilities like playgrounds, toilets, picnic facilities, BBQs and the like.

In July 2012 a survey of the community undertaken by independent researchers, Micromex Research, provided the following feedback about the importance and current level of satisfaction with a score out of 5 (5 being very important or very satisfied).

Service/facility	Importance	Satisfaction	Performance gap
Facilities for people with a disability	4.38	3.25	1.13
Recreation facilities	4.18	3.07	1.11
Parks and playgrounds	4.36	3.44	0.92
Cleanliness and maintenance of Shire	4.29	3.46	0.83
Sporting grounds	3.99	3.47	0.52

Overall these services were rated high to very high in importance by the community and moderate in satisfaction level. The performance gap rated number 15, 13, 27, 32 & 38 respectively out of the 40 services tested.

What does it Cost?

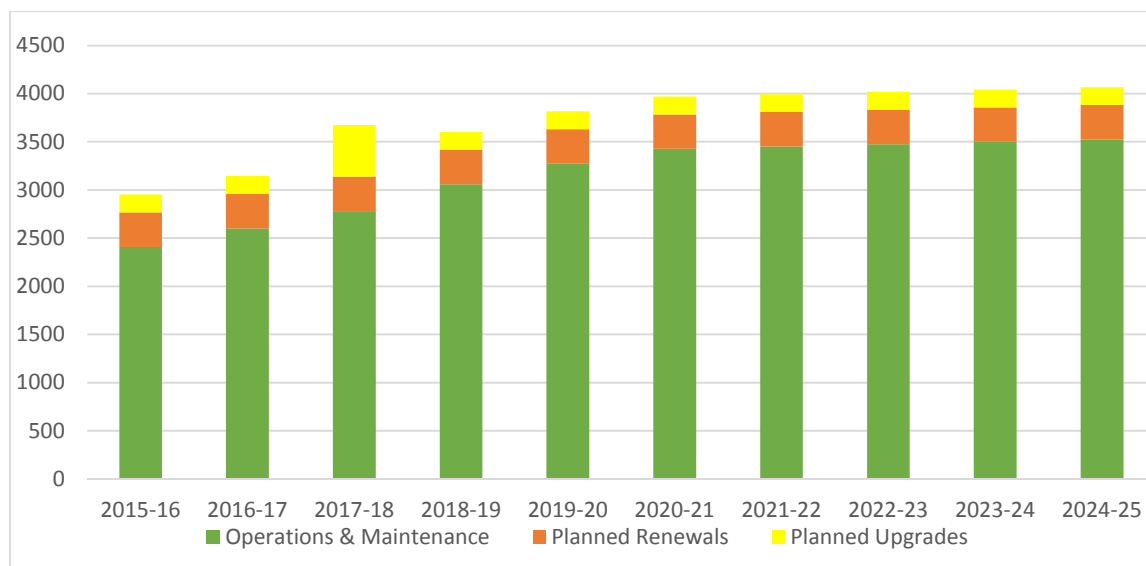
The projected outlays needed to provide the services covered by this recreation asset management plan (RAMP) including projected operations, maintenance, renewal and upgrade of assets over the 10 year planning period is estimated at \$47.4M (\$4.74M per annum on average).

The long term average costs to sustain the assets covered by this plan, including operations, maintenance and depreciation (including an allowance for the on-going whole of life costs of upgraded infrastructure) is estimated at to be \$3.56M at 30 June, 2014 growing to \$5.21M in 2024/25 (in 2015/16 dollars).

The currently planned expenditure over the next ten years is \$37.3M (\$3.73M per annum average). The planned expenditure is outlined in the graph below.

The total shortfall in funding is \$10.1M compared to the need over the next ten years. This is made up of \$1.8M in renewal of short lived assets (useful life less than 20 years) and \$8.3M worth of capital upgrades.

This analysis accounts for operations and maintenance expenditures being contained at current levels (\$2.4M in 2015/16) except for an allowance for the growth in assets.



Planned Operating and Capital Expenditure (without SRV)

The projected expenditure includes allowances for the release of \$4.67M from the sale of surplus land parcels identified in the adopted Recreation and Open Space Plan 2010 and from the recent sale of land in Tuross Head. Of this amount, \$3.39M of this will be spent on parks and reserves and \$1.28M on buildings and marine infrastructure in recreational area.

This identified land has been reclassified and will be sold over the next five years with projects planned to occur once the income has been derived. This strategic review and optimisation of Council's reserve portfolio significantly reduces the funding required to deliver the outcomes agreed in the Recreation and Open Space Plan 2010.

The program also assumes that grants of \$0.3M will be achieved for Corrigan's Beach reserve playground (\$0.1M has already been secured), \$0.075M for Quarry Park Moruya and \$0.1M for Nelson Parade boardwalk, Tuross Head.

The remainder of the funding shortfall (\$4.43M) compared to community need is unfunded. The proposed special rate variation will address \$3.14M of the funding required over the next ten year period (excluding that required for the expansion of Captain Oldrey Park \$1.3M), and thereafter cover the whole of life cost of any new or upgraded infrastructure.

Projects identified in this asset management plan requiring additional funding (excluding projects funded through land sales) are:

- i. Removal of the annual infrastructure gap for short lived assets (\$1.8M over ten years at \$0.18M per annum). This includes renewal of playgrounds, reconditioning of playing surfaces, replacement of BBQs, shelters and the like,
- ii. Provision upgrades and new infrastructure to sports fields, local reserves and parks to improve amenities and increase year round use and capacity (\$2.53M). This includes parking upgrades at Bodalla Oval, Bill Smythe Oval, Corrigan's Beach Reserve and Riverside Park.
- iii. Provision of accessible facilities in accordance with Council's Disability Action Plan, including Corrigan's Beach Reserve, Gundry Oval and Rotary Park Narooma playgrounds (\$0.3M)

- iv. Provision of accessible viewing platforms at Holmes Lookout, Observation Point, Burri Point and Carters Headland (\$0.315M),
- v. Expansion of Captain Oldrey Sporting complex, Broulee (\$1.3M). Council has determined that these works will not be included in the proposed SRV. Consequently other funding sources will need to be identified if these works are to proceed. These works have been included in the ten year plan but remain unfunded at this point.

Micromex Research conducted a survey of residents in relation to the special rate variation in 2014. This indicated that 50% of those surveyed were somewhat to very supportive of a cumulative and on-going special rate rise over three years. When asked how supportive residents were of the above projects types 89%, 74%, 82%, 64%, 74% were somewhat supportive to very supportive of items (i), (ii), (iii), (iv), (v) & (vi) respectively.

If the SRV is approved, the summary of funding for the additional \$8.3M capital upgrade would be:

Funding Source	Amount
Land sales	\$3.39M
Grants	\$0.47M
SRV	\$3.14M
Unfunded works	\$1.3M
Total	\$8.3M

Council will continue to pursue funding for Captain Oldrey Park expansion through grants and other avenues.

What we will do

Council's goal in managing infrastructure assets is to meet the required level of service in a cost effective manner for present and future users. The key elements of managing Council's Recreational Facilities is to:

- Take a life cycle approach,
- Develop cost-effective management strategies for the long term,
- Provide a defined level of service and monitor performance,
- Understand and meet the demands of growth,
- Manage risks associated with asset failures,
- Sustainable use of physical resources,
- Continually improve in asset management practices.

Demand for new services will be managed by first maximising the utilisation of existing facilities. This strategy underpins the adopted ROSS. Therefore the adopted approach is to upgrade existing facilities (e.g. ovals and associated facilities) before new facilities are brought on line. This may include works such as car parking, field lighting, underground irrigation, reshaping and improving

drainage to existing sports fields. These works provide greater capacity for growth through improved parking, flexibility in time of use and greater field resilience against wear and tear.

A similar approach is proposed in general reserves such as Corrigans Beach reserve where aggregated assets offer the community the opportunity to provide a higher level of facility and address accessibility. Such facilities also offer considerable support to adjoining commercial areas such as Batehaven shopping precinct, thereby creating active community hubs.

This strategic approach minimises capital cost and on-going whole of life costs, allowing shared use to take advantage of the current capacity of existing reserve and facilities. Council does not support the sole use of a facility by a single user group.

Further new community assets will only be provided where:

- the need cannot be reasonably satisfied through the use of existing Council or other non-Council assets
- longer term savings can be achieved to justify the capital expenditure (e.g. operational savings through reduced staffing)
- a significant economic return can be achieved for the community that justifies the expenditure of ratepayer funds

We plan to provide services for the following:

- Operation, maintenance, renewal and upgrade of recreational facilities to meet service levels set in annual budgets within the 10 year planning period

What we cannot do

Based on Council's existing strategies and plans along with gap analysis and feedback from community there are capital projects identified that are unfunded unless additional revenue sources, either through grant funding or a Special Rate Variation, are realised.

These capital projects are selected and aim to:

- to be in keeping with the principles within the adopted ROSS
- support economic growth and employment opportunities
- deliver a broad range of social and economic benefits
- significantly improve accessibility to Council facilities
- address areas where the service is costly to
- effectively manage risk through replacement or upgrade of existing infrastructure
- protect existing land and the environment
- address gaps in our infrastructure to service our community's demographic
- provide improvements to public safety

The identified projects can be delivered through the proposed special rate variation and land sales with the exception of the expansion of Captain Oldrey Park.

Managing the Risks

There are risks associated with providing the service and not being able to complete all identified activities and projects. Identification of all major risks is an ongoing program of Council.

We will endeavour to manage these risks within available funding by:

- undertaking regular inspections
- preparing action plans to minimise disruption to services
- continuing to identify productivity and efficiency savings
- where funding is insufficient to prevent a decline in condition of assets, removing assets in poor condition

Confidence Levels

This AM Plan is based on a medium level of confidence information.

The Next Steps

The actions resulting from this asset management plan are;

- Review the IT solutions for the Asset Register, Maintenance Management System and Asset Management System for Recreational Facilities,
- Continue completion of collection of component condition data including review of useful lives,
- Continue to review the 10 year renewal program for recreational facility assets based on their component condition and input into future revisions of the asset management plan,

Continue to revalue Recreational facility assets on the basis of “fair value” in accordance with AASB 116 in accord with the Office of Local Government timetable.

MARINE AND BOATING FACILITIES ASSET MANAGEMENT PLAN EXECUTIVE SUMMARY



Version: January 2015

EXECUTIVE SUMMARY

Eurobodalla is a beautiful coastal environment which attracts people to live, work and play. Tourism is the major employer within Eurobodalla bringing about \$370M per year and supporting 2,900 jobs.

A key reason that people come to live or visit Eurobodalla is to enjoy our stunning waterways. The summer population triples in the peak summer periods and increases significantly each weekend as people from across the broader Sydney, ACT and other regions flock to the coast.

To support this activity, Council provides a range of facilities for boating and fishing. This work is supplemented under NSW Government programs such as the Regional Boating Plan (Transport for NSW) and Recreation Fishing Trust (NSW Dept of Primary Industries), whereby funds collected from users are returned to assist with the provision of infrastructure.

Council looks after an identified network of protection works along rivers and foreshores. This does not include entrance and navigation rockwalls which are owned and cared for by the NSW Government nor works on private land that has been provided by the owners.

This asset management plan has been prepared to provide guidance for the management and provision of Council owned marine assets. The plan outlined the levels of service Council provides to the community.

The Marine and Boating Network

The marine and boating network comprises:

- 19 wharves, jetties, piers or pontoons
- 31 boat ramps or launching facilities
- 7.7 km of riverbank protection works
- 23 fish cleaning tables
- Narooma shark net

The plan does not include tide flaps or the Narooma Boardwalk. The tide flaps are considered in the Stormwater Asset Management Plan whilst the Boardwalk is part of the transport network, as are footbridges.

These infrastructure assets have an estimated current replacement value of \$13.5M. This represents 1.3% of general fund infrastructure assets.

Council has undertaken detailed strategic work to inform future plans for marine assets in consultation with the community. These strategies and studies inform the future capital upgrades needed to meet community need as demand increases due to growth. This includes:

- Eurobodalla Community Strategic Plan (One Community)
- Delivery Program (2013-17) and Operations Plan (2014-15)
- Wharves, Jetties and Boat Ramp Strategy
- Submission to Transport for NSW's Regional Boating Plan – Far South Coast Region in September 2014

The cost of providing and replacing some marine infrastructure is shared with the NSW Government although there is no long term certainty that this funding will be continued, making long term planning and budgeting for marine infrastructure more difficult. Council has made detailed submissions to the Transport for NSW's Regional Boating Plan – Far South Coast Region in September 2014 advocating for improved funding and greater certainty for marine infrastructure.

This submission also included advocacy for the NSW Government to:

- Fully fund on-going dredging of Batemans Bay bar (including deepening), Wagonga Inlet channel, Tuross boat ramp access and other navigation channels
- Fully fund, and lease to a private operator, a new wharf west of the Clyde bridge for use by commercial operators including houseboats, oyster growers and tourism operators
- Work with the leasee of the Batemans Bay marina to hasten its full development
- Investigate a deep water marina off Corrigan's Beach.

These actions would all provide significant economic stimulus with flow-on benefits in employment and business development. This includes support for the Australian Oyster Coast who are working with Austrade to establish international markets in Asia.

All of these assets and functions are the responsibility of the NSW Government and therefore do not impact Council's direct cost of sustaining marine infrastructure, for the purposes of this asset management plan. They are highlighted here for clarity of responsibility.

In July 2012 a survey of the community undertaken by independent researchers, Micromex Research, provided the following feedback about the importance and current level of satisfaction with a score out of 5 (5 being very important or very satisfied).

Service/facility	Importance	Satisfaction	Performance gap
Facilities for people with a disability	4.38	3.25	1.13
Marine Infrastructure	4.13	3.28	0.85

Overall these services were rated high importance by the community and moderate in satisfaction level. The performance gap rated number 13 and 30 out of the 40 services tested.

What does it Cost?

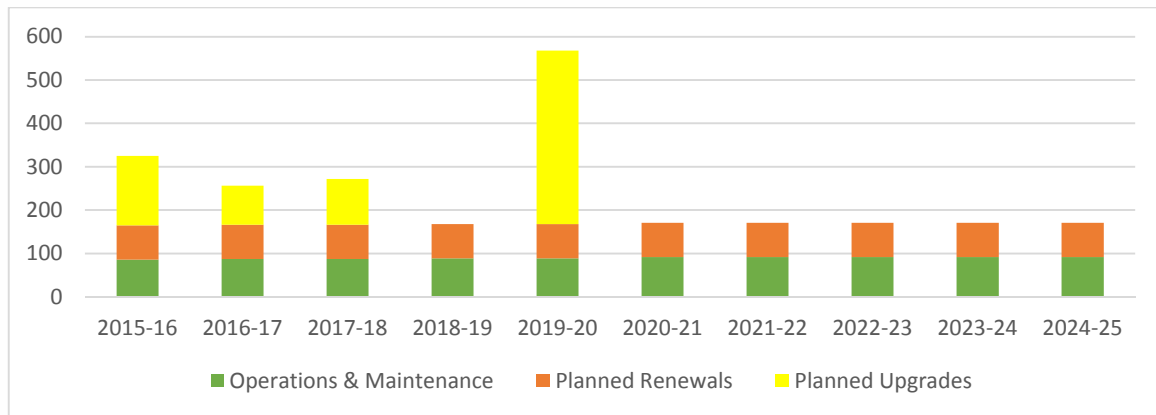
The projected outlays needed to provide the services covered by this marine asset management plan (MAMP) including projected operations, maintenance, renewal and upgrade of assets over the 10 year planning period is estimated at \$2.7M (equivalent to \$0.27M per annum on average in 2015/16 dollars).

The long term average costs to sustain the assets covered by this plan, including operations, maintenance and depreciation (including an allowance for the on-going whole of life costs of upgraded infrastructure) is estimated at to be \$0.36M at 30 June, 2014 growing to \$0.38M in 2024/25 (in 2015/16 dollars).

The currently planned expenditure over the next ten years is \$2.4M (\$0.24M per annum average). The planned expenditure is outlined in the graph below.

The total shortfall in funding is \$0.3M compared to the need over the next ten years. This is made up of \$0.2M in renewal of short lived assets (useful life less than 20 years) and \$0.1M worth of capital upgrades.

This analysis accounts for operations and maintenance expenditures being contained at current levels (\$0.09M in 2015/16) except for an allowance for the growth in assets.



Planned Operating and Capital Expenditure

The projected expenditure includes allowances for the release of \$4.67M from the sale of surplus land parcels identified in the adopted Recreation and Open Space Plan 2010 and from the recent sale of land in Tuross Head. Of this amount, \$0.2M of this will be spent on marine assets.

This identified land has been reclassified and will be sold over the next five years with projects planned to occur once the income has been derived. This strategic review and optimisation of Council's reserve portfolio significantly reduces the funding required to deliver the outcomes agreed in the Recreation and Open Space Plan 2010.

The proposed special rate variation will address \$0.265M of the funding required over the next ten year period and thereafter cover the whole of life cost of any new or upgraded infrastructure.

Council is focussed on addressing works required to sustain our infrastructure in a fit for purpose condition. The program of works for marine and boating facilities is derived from the analysis of the annual infrastructure gap and known backlog of works requiring attention or required to appropriately manage risk. Examples include:

- increasing the rate of replacement of key assets to reduce the need to remove more of these assets from the community; and
- increasing the care of significant assets to ensure they meet reasonable customer and functionality need

This approach seeks to utilise annual renewal funding in a targeted priority basis manner to effectively manage risk.

Projects identified in this asset management plan requiring additional funding (excluding projects funded through land sales) are:

- removal of the annual infrastructure gap,
- renewal of rockwalls, Dalmeny Lake foreshore and Narooma Quota Park (\$0.115M),

- iii. construction of accessible amenities in association with the upgrading of Durras Lake boatramp (\$0.15M).

Micromex Research conducted a survey of residents in relation to the special rate variation in 2014. This indicated that 50% of those surveyed were somewhat to very supportive of a cumulative and on-going special rate rise over three years. When asked how supportive residents were of item (i) and (iii) above, 89% and 82% respectively were somewhat supportive to very supportive. The Durras Progress Association has been advocating for some time to have the Durras boat ramp upgraded and a toilets provided.

If the SRV is approved, the summary of funding for the additional \$5.53M capital upgrade would be:

Funding Source	Amount
Land sales	\$0.2M
Grants	\$0.2M
SRV	\$0.265M
Unfunded works	\$0M
Total	\$0.665M

What we will do

Council's goal in managing infrastructure assets is to meet the required level of service in a cost effective manner for present and future users. The key elements of managing Council's Marine and Boating Facilities is to:

- Take a life cycle approach,
- Develop cost-effective management strategies for the long term,
- Provide a defined level of service and monitor performance,
- Understand and meet the demands of growth
- Managing risks associated with asset failures,
- Sustainable use of physical resources,
- Continually improve in asset management practices.

Demand for new services will be managed by first maximising the utilisation of existing facilities. In some cases this may mean upgrading existing assets to improve accessibility, parking, and the like. New community assets will only be provided where:

- the need cannot be reasonably satisfied through the use of existing Council or other non-Council assets; and
- longer term savings can be achieved to justify the capital expenditure

The plan for the next ten years is to maintain, renew and upgrade existing marine infrastructure to better meet the needs of the community. There are no plans to develop completely new public boat ramp sites with associated facilities within the next decade.

The proposed upgrade works are dependent upon external funding, mainly NSW Government grants.

On behalf of the community, Council prepared a detailed submission to Transport for NSW's Regional Boating Plan – Far South Coast Region in September 2014. Council has sought grant funding under this plan for capital improvements in the current delivery program based on its submission and available matching funding. This includes:

- Ramp upgrade and pontoon at Apex Park Regional Boatramp, Narooma
- Car parking upgrade at Old Punt Reserve Boatramp, North Batemans Bay
- Car parking upgrade – Nelligen Boatramp
- Boat ramp and parking upgrade – Tomakin Boatramp
- Upgrade of the Durras Lake Boatramp and parking

Council is also undertaking a regional boating strategy during 2014/15 to develop a new holistic strategy for boating facilities within Eurobodalla.

Council will continue to advocate to the NSW Government to fund works supporting boating and economic development within Eurobodalla. This includes:

- Deepening and maintenance of the main entrance channel to Clyde River estuary Batemans Bay,
- Maintenance dredging to access Tuross Lake boatramp, Wagonga estuary and other dredging works as needed,
- Full development of the Batemans Bay Marina (Crown lease),
- Privately run NSW Government owned commercial wharf with sewer pump out on the Clyde River (west of Clyde River bridge),
- Investigation of the potential NSW Government/private investment in a deep water marina off Corrigans Beach

What we cannot do

We do not have enough funding to provide all of Council's services at the desired service levels or provide new services. Works and services that cannot be provided under present funding levels are:

- Provision of pontoons to existing facilities, except where this pontoon replaces an existing fixed timber jetty
- Renewal of key marine infrastructure such as Caseys Beach rockwall
- Foreshore erosion works
- Upgrades of existing gravel ramps (e.g. Mummaga Lake and Coila Lake)
- Beach and foreshore access works

The existing Caseys Beach rockwall is in poor condition. This will be reconstructed, in part, during 2014/15 to protect the major sewer infrastructure at the southern end of the beach. No funding has been identified for the renewal the remainder of this rock wall which protects Beach Road (a major regional road) and other infrastructure from the sea. This item has also been identified in the transport asset management plan as an unfunded item. Alternate funding sources should be identified to undertake work on the rockwall to mitigate risk of failure. This item would be funded if the proposed special rate variation is approved.

Similarly alternate funding should be identified to undertake works on a number of locations that have been identified across Eurobodalla in need of foreshore erosion protection works to prevent loss of assets including:

- Quota Park, Narooma
- Mummaga Lake, Dalmeny
- One Tree Point, Tuross Head

These marine infrastructure works have been listed for funding under the special rate variation proposal currently under investigation.

Council is also limiting the construction of new floating pontoons and headland/beach access points to the foreshore areas across Eurobodalla due to the lack of funds for new capital works and the on-going whole of life costs.

Managing the Risks

There are risks associated with providing the service and not being able to complete all identified activities and projects. We have identified major risks as:

- Potential failure of existing rockwalls;
- Erosion of unprotected foreshore areas with resultant loss of public land and infrastructure;
- Lack of ability to compete with other tourist markets;
- Lower levels of accessibility through an inability to support pontoons at boating facilities;
- Lack of capacity in the future leading to reduced attraction and usage;

We will endeavour to manage these risks within available funding by:

- Targeting improvements to high use facilities;
- Regular inspections and maintenance;
- Actively pursuing funding partnerships with the NSW Government under the regional boating plan
- Removal of under-utilized or unsafe facilities

Confidence Levels

This AM Plan is based on a moderate to high level of confidence in available information.

The Next Steps

The actions resulting from this asset management plan are:

- Review the asset management plan in response to the proposed regional boating plans and level of funding support offered by the NSW Government
- Completion of the Eurobodalla Regional Boating Strategy
- Improvement in current asset systems including regular condition assessment, modelling and recording
- Continue to seek funding for the whole of life costs of marine infrastructure from the NSW Governments in recognition of the income generated to the NSW Government from water based activities and recreational fishing