



Renmark
Paringa
Council

BOAT RAMP

strategy

2021



INTRODUCTION
PURPOSE
RATINGS OF RAMPS / LAUNCHING FACILITIES
DESIRABLE STANDARDS
DIFFERENCE BETWEEN RAMP AND LAUNCHING
LOCATIONS
CURRENT MAINTENANCE

SUMMARY OF RECOMMENDATIONS

AERIAL MAPPING OF LOCATIONS

AUDIT RESULTS BY LOCATION

Purpose of this Audit

This audit was undertaken to

- investigate all boat ramps under the care and control of Council, listing in priority order the actions and preliminary costings necessary to bring them to a standard that is safe and Fit for Purpose
- investigate all boat ramps within our Council area including several that are not under our care and control but are recognised by ratepayers as usable public boat launching locations

This report gives a brief outline on the type of ramp, its suitability and recommendations to improve the overall experience for boat operators throughout our region. Upgrades not only benefit local users but also the tourist as well. Costings are indicative only and final expenditure will depend on design criteria and level of service. Funding is available however it is a competitive process that appears to favour seaside towns.

Ratings of Ramps / Launching Facilities:

The following suitability ratings have been applied in this audit which identified what type of vessel is appropriate to utilise launching facilities:

- 1: Suitable for Wakeboard / Ski Boats
- 2: Suitable up to larger tinny's / boats
- 3: Suitable for small tinny's / boats

What is the desirable standard for Council boat ramps:

Council acknowledges the standards outlined in the Guidelines for Planning, Design and Construction of Boat Launching Facilities created by the Department of Planning Transport and Infrastructure are appropriate for Council managed assets.

In summary, the standards are:

- Slope: 10-12% gradient. If local ramp is outside of this range it should be sign posted at the top of the ramp
- Width: Single lane should be 4 metres between kerbs or at least 4.5 metres unkerbed
- Head level: 0.6 metres above design height water
- Toe level: minimum depth below design height water.

It should be noted that Elected Members have identified the preference for the gradient of ramps should be greater than specified above to encourage ease of use by the public. This should be taken into consideration when upgrades are planned and detailed designs are completed.

Difference between ramp and launching locations:

Council has identified 2 types of launching facilities within the Renmark Paringa Area. Council acknowledges certain locations as boat ramps which must be of a constructed nature versus community recognised locations which have been determined as launching facilities. These locations are not formally constructed and tend to be naturally formed.

Maintenance for boat ramps undertaken annually:

Council staff undertake annual cleaning maintenance on the below boat ramps, prior to the peak season. In addition to the annual maintenance, inspections are conducted by Council staff quarterly and also following high river events at the below boat ramps:

- Customs House
- Lock 6
- Headings Cliff
- Goolwa Street
- Jane Eliza
- Patey Drive
- Bert Dix
- Plush's Bend
- SS Ellen Park

Following these inspections an assessment is made to determine any required maintenance, refer to Appendix 2 for a copy of the boat ramp checklist.



Summary of Recommendations



Staff visited all listed boat launching sites and carried out inspections of the facilities. 13 separate sites were identified where local users and visitors launch and retrieve various types of water craft ranging from canoes right through to large live on River craft.

Ramp suitability was assessed against vehicle accessibility, parking, near by amenities and the ramps themselves. Some ramps are constructed from concrete and quite serviceable while others are little more than a cleared bank that is used to access the water. Not all the ramps mentioned in this report are on land controlled by Council nor has Council accepted ownership or responsibility for them. These are identified in the individual reports. Whilst Council recognise that it may not be viable or practical to have all ramps constructed to Industry best standards, it is accepted that there is a need to have strategically placed boat ramps suitable for all craft along the Murray River.

The following recommendations have been made for boat ramps and launching facilities identified in this audit. Please note a short term upgrade for all ramps would be to upgrade ramp signage to include the gradient to encourage safe launching by the ramp user. All other recommendations are subject to funding through the Boating Industry Association. Recommendations will be staged as prioritized below and included for consideration within the Infrastructure and Asset Management Plan. The Jane Eliza Boat Ramp will be captured within the overall masterplan of this area and therefore has not been prioritised for upgrade or renewal. Headings Cliff boat ramp has also not been prioritised as this ramp is situated on Crown Land and the process of transferring ownership should be investigated.

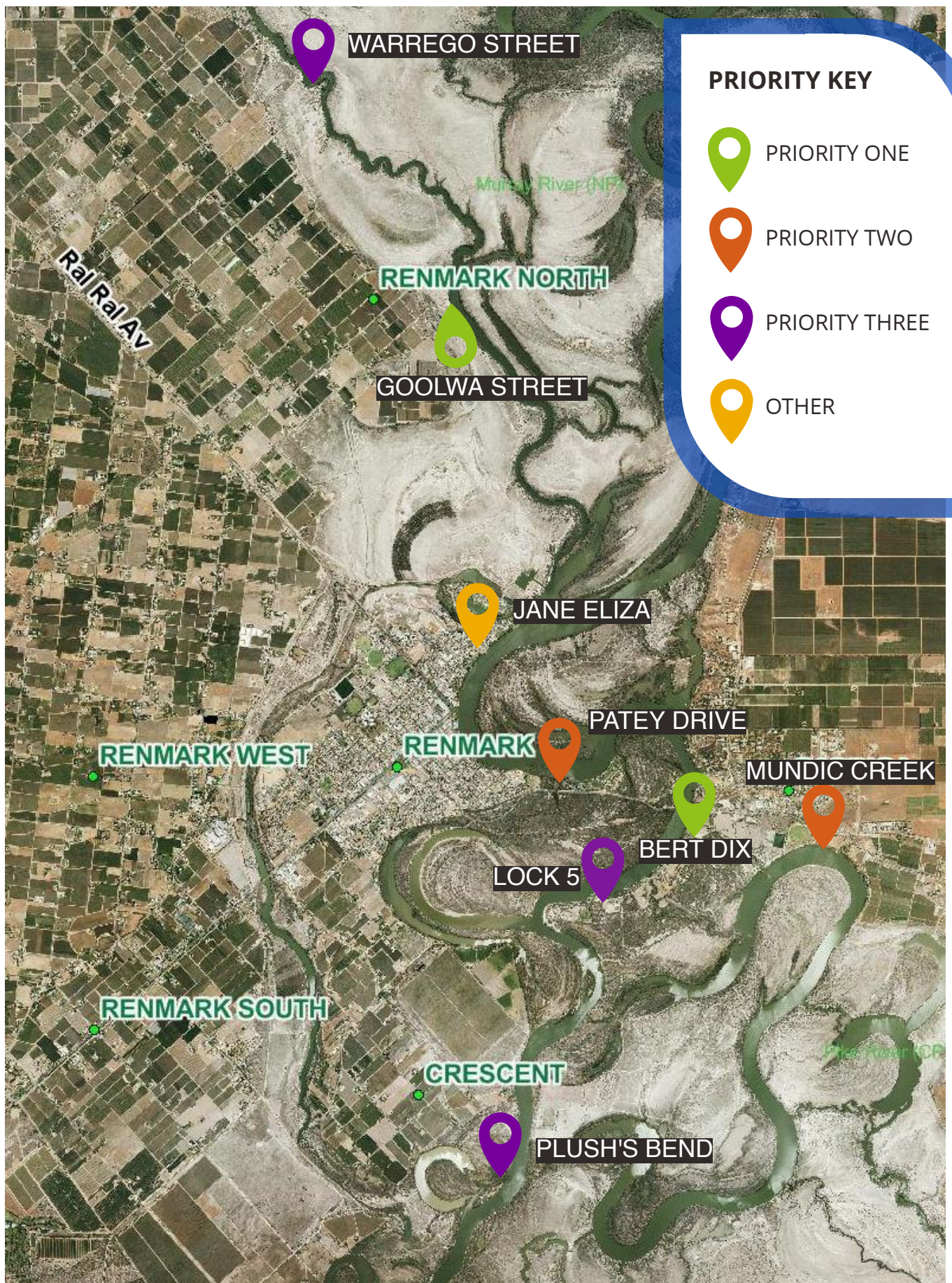
It has been identified that Renmark, Paringa, Lyrup and Custom's House should each have a superior complying boat ramp to alleviate peak season pressures on popular boat ramps such as Patey Drive.

PRIORITY ONE: UPGRADE	TIMEFRAME
LS: LOCK 6	1 - 3 YEARS
GS: GOOLWA STREET	1 - 3 YEARS
BD: BERT DIX PARK	1 - 3 YEARS
SE: SS ELLEN PARK	1 - 3 YEARS
PRIORITY TWO: RENEW	TIMEFRAME
PD: PATEY DRIVE	3 - 5 YEARS
CH: CUSTOM'S HOUSE	3 - 5 YEARS
MC: MUNDIC CREEK	3 - 5 YEARS
PRIORITY THREE: CURRENT STANDARD	TIMEFRAME
LF: LOCK 5 MARINA	ONGOING
PB: PLUSH'S BEND	ONGOING
WS: WARREGO STREET	ONGOING
W: WILKADENE BREWERY	ONGOING
OTHER	TIMEFRAME
JE: JANE ELIZA	NOT APPLICABLE
HC: HEADINGS CLIFF	NOT APPLICABLE

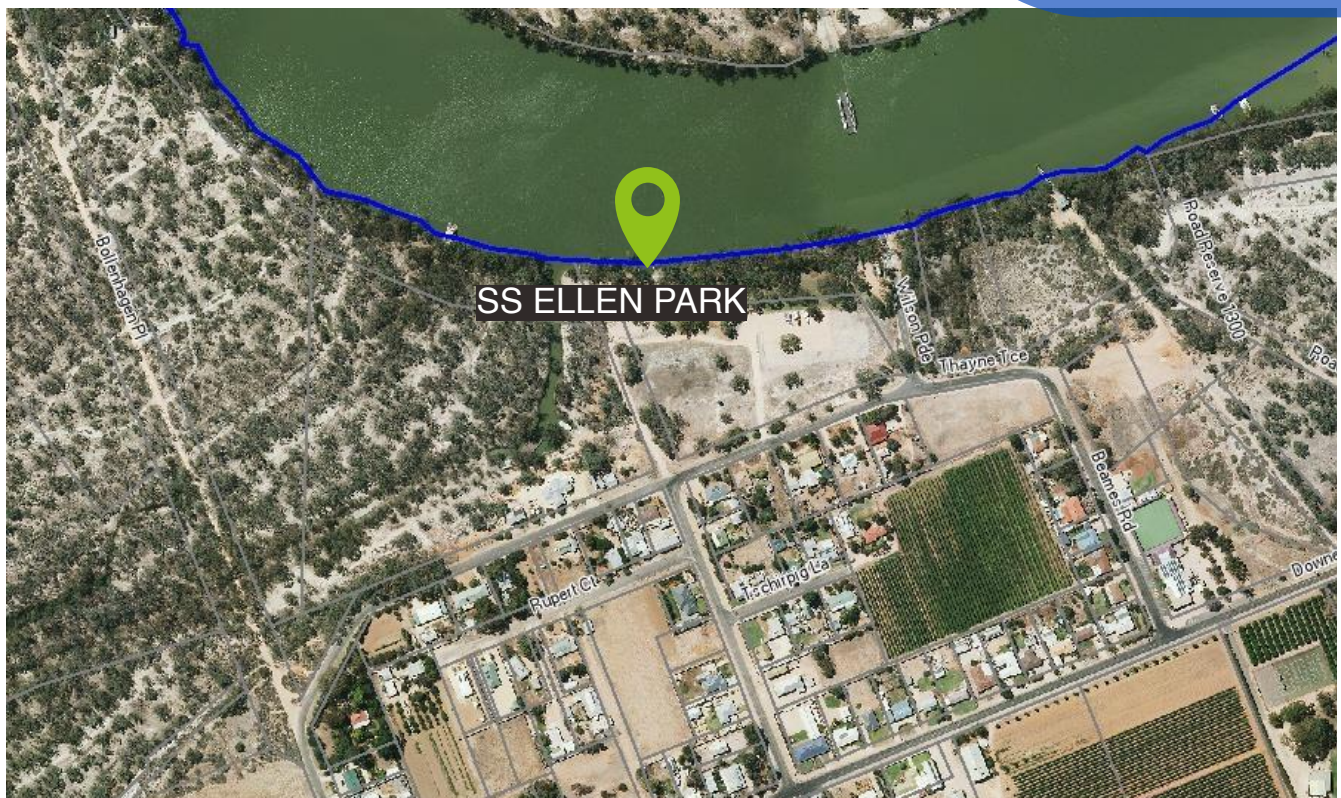


Boat Ramps and
Launching Locations
identified


LOCATIONS




LOCATIONS




Location: Patey Drive, Renmark

Asset Owner / Manager	Council	
Tier 1 or 2:	1	
Registered BIA:	Yes	
Distance from Renmark Town Centre:	2.1km	
Distance from previous boat ramp:	2.2km (Bert Dix Park)	
Number of formal lanes:	3, One dual lane, one single lane	
Material of ramp:	Concrete Ramps	
Details & Condition of Ramp:	<p>Dual Lane Ramp: 12% grade, great condition</p> <p>Single Lane Ramp: 22% grade, fair condition</p> <p>The double boat ramp meets industry design standards, allows for boarding on both sides and caters for all craft types.</p> <p>The single old ramp is in relatively good condition and is preferred by some users to the new one, as the grades steeper making it easier to launch and retrieve smaller boats.</p>	
Car and Trailer parking available?	Yes, sealed lined carpark	
Are there any additional assets (e.g. pontoons/jetties)	Yes – walk down sides on dual lane ramp	
Does the parking meet the demand during peak periods?	No, parking is difficult during most of the summer and holiday periods. Cars with trailers park along the road way creating congestion.	
Does the ramp meet the demand during peak periods?	<p>For the majority of the time it does – even peak Tourist times.</p> <p>Special events like the Dinghy Derby will see delays in launching and retrieving boats.</p>	
Are there any recent, ongoing or planned maintenance or upgrades?	No	
Suitability Rating:	Level 1, 2 & 3	
Other amenities available:	Picnic Area, Toilets, Fresh Water, BBQ's	
Recommendations:	Council investigate creating more parking on the other side of Patey Drive alongside the Renmark Lions park. Stabilise river bank on ski site to assist in mooring and accessing boats.	
Estimated cost:	\$120,000	


Location: Ral Ral Creek (Jane Eliza), Renmark

Asset Owner / Manager	Council	
Tier 1 or 2:	1	
Registered BIA:	Yes	
Distance from Renmark Town Centre:	3.0km	
Distance from previous boat ramp:	5.0km (Patey Drive)	
Number of formal lanes:	1, 3 metres wide	
Material of ramp:	Concrete Ramp	
Details & Condition of Ramp:	<p>Grade: 14%</p> <p>This boat ramp is very narrow with failing concrete sides; some parts have been removed for the safety of users. The ramp floor is of concrete make and is well used by visitors and locals, however users find it difficult to tie up boats and get a level area that is suitable to load passengers and equipment. It does have a long continuing easy grade to the water.</p> <p>The ramp base itself is in fair condition. However the side walls are a combination of earth and concrete. The concrete parts are in very poor condition and can be quite challenging for users.</p>	
Car and Trailer parking available?	Yes, unsealed carpark with approximately 4 spaces	
Are there any additional assets (e.g. pontoons/jetties)	No	
Does the parking meet the demand during peak periods?	No, parking is difficult during busy periods forcing people to park on roadways or on vegetated areas. Some users have had their vehicles block in by others	
Does the ramp meet the demand during peak periods?	The ramp suffices for normal use with generally small delays during peak periods. These delays would not be seen as significant, around 10 to 15 minutes.	
Are there any recent, ongoing or planned maintenance or upgrades?	No	
Suitability Rating:	Level 2 & 3	
Recommendations:	<p>Council consider this area for upgrades in the near future –looking at new complying ramps, pontoons, sealed car parking and sealing access roads.</p> <p>Upgrades here are being considered in the Jane Eliza Marina Master Plan. Improvement here would reduce demand on the Patey Drive infrastructure giving the township two complying boat ramp options.</p>	
Estimated cost:	\$250,000	


Location: Plush's Bend, Renmark

Asset Owner / Manager	Council	
Tier 1 or 2:	1	
Registered BIA:	Yes	
Distance from Renmark Town Centre:	6.1km	
Distance from previous boat ramp:	8km (Patey Drive)	
Number of formal lanes:	1, 5 metres wide	
Material of ramp:	Concrete ramp	
Details & Condition of Ramp:	<p>Grade: 16%</p> <p>The ramp base is concrete and in fair condition.</p> <p>This boat ramp is very well supported by local residents and visitors. The ramp itself is only a concrete floor with no pontoons to assist in loading and unloading boats. It is generally considered to be a “good “ ramp for smaller craft. Traditionally it does not see a lot of larger wake type boats using this facility, however the demand may increase with upgrades.</p>	
Car and Trailer parking available?	Parking is available however unsatisfactory	
Are there any additional assets (e.g. pontoons/jetties)	No	
Does the parking meet the demand during peak periods?	<p>No, parking is difficult during busy periods forcing people to park on roadways or on vegetated areas. Some users have had their vehicles block in by others.</p> <p>Area is mainly constructed of natural materials it can get muddy when wet and trees around the designated parking area can cause some difficulty when reversing.</p>	
Does the ramp meet the demand during peak periods?	The ramp suffices for normal use during all periods	
Are there any recent, ongoing or planned maintenance or upgrades?	Yes, parking area maintenance will be undertaken with the 18/19 ABP Project Upgrades	
Suitability Rating:	Level 2 & 3	
Other amenities available:	Toilets, camping area, sandbar picnic area.	
Recommendations:	A floating boarding pontoon would improve the experience at this facility – improved hard stand parking areas	
Estimated cost:	\$75,000	


Location: Goolwa Street, Renmark North

Asset Owner / Manager	Council	
Tier 1 or 2:	1	
Registered BIA:	Yes	
Distance from Renmark Town Centre:	6.8km	
Distance from previous boat ramp:	6.2km (Jane Eliza)	
Number of formal lanes:	1, 6 metres wide	
Material of ramp:	Concrete Ramp	
Details & Condition of Ramp:	<p>Grade: 17.5%</p> <p>Boat ramp is very popular manly with local users living in the rural area .It consist of a continuous flat grade concrete slab and is in good condition.</p> <p>There is limited space to tie up boats and load, unload passengers and equipment.</p>	
Car and Trailer parking available?	Yes, unsealed and unmarked area. Approximately 5 spaces	
Are there any additional assets (e.g. pontoons/jetties)	No	
Does the parking meet the demand during peak periods?	No, parking is difficult during busy periods forcing people to park on roadways or on vegetated areas.	
Does the ramp meet the demand during peak periods?	The ramp suffices for normal use during all periods with exceptions when special events like the Dinghy Derby are held.	
Are there any recent, ongoing or planned maintenance or upgrades?	No	
Suitability Rating:	Level 2 & 3	
Other amenities available:	Nil	
Recommendations:	A floating boarding pontoon would improve the experience at this facility, constructing and bitumising road and carpark with additional bollards	
Estimated cost:	\$175,000	


Location: Bert Dix Park, Paringa

Asset Owner / Manager	Council	
Tier 1 or 2:	1	
Registered BIA:	Yes	
Distance from Renmark Town Centre:	4.1km	
Distance from previous boat ramp:	2.2km (Patey Drive)	
Number of formal lanes:	1, 4 metres wide	
Material of ramp:	Concrete	
Details & Condition of Ramp:	<p>Varying grades from 4% up to 17% at waters edge</p> <p>This boat ramp is the only formal concrete ramp available in Paringa. It does have some constructed sides that assist with loading and unloading boats. This ramp is satisfactory to the majority of users however the narrow approach and angle makes it difficult for larger boats. Upgrades to this ramp would improve the service for Paringa and reduce the demand on the Patey Drive ramp.</p> <p>The ramp concrete floor is in fair condition. Maintenance required around the side walls and mooring area</p>	
Car and Trailer parking available?	Parking area is sealed but unlined and limited due to shared area with park users.	
Are there any additional assets (e.g. pontoons/jetties)	No	
Does the parking meet the demand during peak periods?	No	
Does the ramp meet the demand during peak periods?	The ramp suffices for normal use during all periods, upgrades would create more use.	
Are there any recent, ongoing or planned maintenance or upgrades?	No	
Suitability Rating:	Level 1, 2 & 3	
Other amenities available:	Toilets ,BBQ , playground, picnic area and shelters	
Recommendations:	A floating boarding pontoon would improve the experience at this facility along with bank stabilisation (completed with sheet piling)	
Estimated cost:	\$150,000	


Location: SS Ellen Park, Lyrup

Asset Owner / Manager	Council	
Tier 1 or 2:	1	
Registered BIA:	Yes	
Distance from Renmark Town Centre:	14.3km	
Distance from previous boat ramp:	16.8km (Plush’s Bend)	
Number of formal lanes:	1, 4 metres wide	
Material of ramp:	Concrete, rough finish	
Details & Condition of Ramp:	Grade: 16.6% average, waters edge 20.7% This boat ramp is the only formal concrete ramp available in the Lyrup. It has a constructed sheet pile walkway on the left hand side to assist with loading and unloading boats.	
Car and Trailer parking available?	Unsealed-no line marking	
Are there any additional assets (e.g. pontoons/jetties)	Yes, see above.	
Does the parking meet the demand during peak periods?	Yes	
Does the ramp meet the demand during peak periods?	The ramp suffices for normal use during all periods	
Are there any recent, ongoing or planned maintenance or upgrades?	No	
Suitability Rating:	Level 2 & 3	
Other amenities available:	Toilets ,BBQ , playground, picnic area	
Recommendations:	A floating boarding pontoon would improve the experience at this facility. As this is the only ramp in the area consideration should be given to widening the existing one.	
Estimated cost:	\$150,000	


Location: Mundic Creek, Paringa

Asset Owner / Manager	Council	
Tier 1 or 2:	2	
Registered BIA:	No	
Distance from Renmark Town Centre:	4.7km	
Distance from previous boat ramp:	1.6km (Bert Dix Park)	
Number of formal lanes:	1, 3 metres wide	
Material of ramp:	Non constructed earth	
Details & Condition of Ramp:	Grade: 8% (approximately) Earth ramp cut through levy bank, dry weather only. This is an informal ramp only, upgrades may increase the use of it. This ramp is for dry weather use only and in poor condition access ramp.	
Car and Trailer parking available?	Natural earth material, no formal recognition to parking	
Are there any additional assets (e.g. pontoons/jetties)	No	
Does the parking meet the demand during peak periods?	No, no formal recognition of parking	
Does the ramp meet the demand during peak periods?	The ramp suffices for normal use during all periods	
Are there any recent, ongoing or planned maintenance or upgrades?	No	
Suitability Rating:	Level 3	
Other amenities available:	Nil	
Recommendations:	There are no formal boat ramps to provide access to the Mundic/Pike Creek System. Council could consider placing a prebuilt concrete ramp (slab only) and proving a sheeted access road and parking area	
Estimated cost:	\$50,000	


Location: Lock 5 Marina, Paringa

Asset Owner / Manager	Council	
Tier 1 or 2:	2	
Registered BIA:	No	
Distance from Renmark Town Centre:	5km	
Distance from previous boat ramp:	1km (Bert Dix Park)	
Number of formal lanes:	1, 4 metres wide	
Material of ramp:	Road Base material	
Details & Condition of Ramp:	<p>Grade: 16.5%</p> <p>This boat ramp is used by houseboat hire operators and a few local users it is easy to use with good grades. The ramp is in fair condition and meets the needs of the community. There is a choice of Bert Dix Park a short distance away.</p>	
Car and Trailer parking available?	Yes, unsealed-no line marking	
Are there any additional assets (e.g. pontoons/jetties)	No	
Does the parking meet the demand during peak periods?	No	
Does the ramp meet the demand during peak periods?	Yes	
Are there any recent, ongoing or planned maintenance or upgrades?	No	
Suitability Rating:	Level 3	
Other amenities available:	Nil	
Recommendations:	Council maintain ramp at current standard	
Estimated cost:	Not applicable	


Location: Headings Cliff, Murtho

Asset Owner / Manager	Council	
Tier 1 or 2:	1	
Registered BIA:	Yes	
Distance from Renmark Town Centre:	20.3km	
Distance from previous boat ramp:	17.2km (Bert Dix Park)	
Number of formal lanes:	1, 3 metres wide	
Material of ramp:	Concrete Ramp, slab only	
Details & Condition of Ramp:	Grade: 18% The concrete ramp is in good condition. Boarding and loading the boats can be difficult. This ramp is in the Murtho Forest conservation park and any alterations would require approval from State Government.	
Car and Trailer parking available?	Yes, unsealed and no line marking	
Are there any additional assets (e.g. pontoons/jetties)	No	
Does the parking meet the demand during peak periods?	Yes	
Does the ramp meet the demand during peak periods?	Yes	
Are there any recent, ongoing or planned maintenance or upgrades?	No	
Suitability Rating:	Level 1, 2 & 3	
Other amenities available:	Camping area	
Recommendations:	A floating boarding pontoon would improve the experience at this facility	
Estimated cost:	\$50,000	


Location: Lock 6, Murtho

Asset Owner / Manager	Council	
Tier 1 or 2:	1	
Registered BIA:	Yes	
Distance from Renmark Town Centre:	30.1km	
Distance from previous boat ramp:	12.1km (Wilkadene)	
Number of formal lanes:	1, 3 metres wide	
Material of ramp:	Concrete	
Details & Condition of Ramp:	Grade: 18% (approximately) All weather access, the ramp is in fair condition but only suitable for small boats. This ramp is very narrow with steep concrete sides and can be difficult to use. It can be difficult to find suitable riverbank to tie boats up to when loading and unloading.	
Car and Trailer parking available?	Yes, informal carpark with approximately 3 spaces	
Are there any additional assets (e.g. pontoons/jetties)	No	
Does the parking meet the demand during peak periods?	Yes	
Does the ramp meet the demand during peak periods?	Yes	
Are there any recent, ongoing or planned maintenance or upgrades?	No	
Suitability Rating:	Level 3	
Other amenities available:	Nil	
Recommendations:	A floating boarding pontoon would improve the experience at this facility as would increasing width to 5 metres.	
Estimated cost:	\$100,000	


Location: Custom's House, Murtho

Asset Owner / Manager	Council	
Tier 1 or 2:	1	
Registered BIA:	Yes	
Distance from Renmark Town Centre:	34.7km	
Distance from previous boat ramp:	13km (Lock 6)	
Number of formal lanes:	1, 3 metres wide	
Material of ramp:	Concrete base and walls	
Details & Condition of Ramp:	<p>Grade: 18%</p> <p>Boat ramp is a narrow concrete structure with concrete side walls. There is a small landing platform for loading and unloading boats. This ramp does cater for larger wake and ski boats however there is a high risk of damage to the boat.</p> <p>The ramp concrete floor is starting to wear and has some tripping hazards. Although there is other infrastructure such as a small wharf, it is in poor condition.</p>	
Car and Trailer parking available?	Yes, sealed and line marked.	
Are there any additional assets (e.g. pontoons/jetties)	Yes, small pontoon	
Does the parking meet the demand during peak periods?	Yes	
Does the ramp meet the demand during peak periods?	Yes, the ramp suffices for normal use during all periods	
Are there any recent, ongoing or planned maintenance or upgrades?	No	
Suitability Rating:	Level 2 & 3	
Other amenities available:	Toilets, picnic area, fuel, store and camping	
Recommendations:	Improve the walkway, widen ramp and install a floating pontoon.	
Estimated cost:	\$150,000	

Location: Warrego Street, Renmark North

Asset Owner / Manager	Non – Council	
Tier 1 or 2:	2	
Registered BIA:	No	
Distance from Renmark Town Centre:	10km	
Distance from previous boat ramp:	5.8km (Goolwa Street)	
Number of formal lanes:	1, 4 metres wide	
Material of ramp:	Unsealed	
Details & Condition of Ramp:	<p>Grade: 12.6%</p> <p>This is a very basic informal ramp not recognised as Council’s property or responsibility .Access is via RIT property with a small ribbon of land at the waters edge under the care of DEW. This area is accessible during dry weather only.</p> <p>The access ramp is a non constructed and of natural material, 4x4 would be recommended. Very poor condition.</p>	
Car and Trailer parking available?	No formal area, natural formed	
Are there any additional assets (e.g. pontoons/jetties)	No	
Does the parking meet the demand during peak periods?	Not applicable	
Does the ramp meet the demand during peak periods?	Not applicable	
Are there any recent, ongoing or planned maintenance or upgrades?	Not applicable	
Suitability Rating:	Level 3	
Other amenities available:	No	
Recommendations:	Council do not recognise this as a boat ramp.	
Estimated cost:	Not applicable	

Location: Wilkadene, Murtho

Asset Owner / Manager	Non – Council	
Tier 1 or 2:	2	
Registered BIA:	No	
Distance from Renmark Town Centre:	20.3km	
Distance from previous boat ramp:	8km (Headings Cliff)	
Number of formal lanes:	1, 4 metres wide	
Material of ramp:	Predominantly natural material with some road base visible.	
Details & Condition of Ramp:	<p>Grade: 15%</p> <p>This boat ramp is not recognised as a Council asset and is on DEW land. It is very soft and users quite often get bogged. Some road base material has been placed from time to time by others. Ramp is in poor condition that can be hazardous for users who are unfamiliar with it.</p>	
Car and Trailer parking available?	No	
Are there any additional assets (e.g. pontoons/jetties)	No	
Does the parking meet the demand during peak periods?	No	
Does the ramp meet the demand during peak periods?	No	
Are there any recent, ongoing or planned maintenance or upgrades?	No	
Suitability Rating:	Level 3	
Other amenities available:	Nearby Tourist Attraction, Woolshed Brewery	
Recommendations:	That Council does not accept responsibility for this ramp	
Estimated cost:	Not applicable	

