

Eyre Peninsula Coastal Access and Off Road Vehicle Strategy

Report to ELPGA

In partnership with



Government of South Australia
Eyre Peninsula Natural Resources
Management Board

Tourism is one of the fastest growing industries in the region and is a major contributor to the regional economy, currently growing by 16% per annum, with strong tourism growth expected to continue. The challenge this presents for us all is how to effectively manage our coastal areas in a manner that acknowledges the environmental, social and economic importance of specific sites. This challenge is heightened by the anticipated growth in visitor demand for access to unmanaged, wilderness coastal areas.

In order to address this issue a collaborative project was developed between the NRM Board, RDAWEP, and EPLGA. Local Councils with coastal frontage were also major stakeholders in the project and their involvement was largely auspiced via the EPLGA. The NRM Board, through the National Landcare program, provided the funding for the project, which was managed by the RDAWEP.

This collaborative initiative has resulted in the development of the *Coastal Vehicle Access Decision Making Framework (CVADMF) – Attachment 1*, which has just been finalised.

The document provides a robust, multi-levelled decision making and management framework (or tiered approach) that considers environmental, social and economic values. This framework provides clear recommendations, a suite of management options and consistent guidelines for the protection of coastal natural resource assets at each level (or tier), to enable Councils to undertake future coastal areas assessments and identify specific management actions.

Initially the plan was to simply develop the decision making tool for Coastal Councils to then apply to their respective areas. However, the engagement process identified that additional support would be required to ensure the successful implementation of the CVADMF.

Subsequently 5 key recommendations were made outlining the nature of this support, and the following actions are proposed to enable implementation:

- **Recommendation 1: Formalise commitment through a regional governance structure**
 - EPLGA Endorsement of the CVADMF and distribution to Coastal Councils, seeking formal Council adoption (for consideration this meeting).
 - Coastal Councils asked to formally adopt the CVADMF at the next meetings.
 - Coastal Councils asked to commit to an in principle contribution of \$5,000 per annum 2017-19 to support implementation. This will provide approx. \$45,000, which can then be leveraged to source other funding.
 - The establishment of a Coastal Working Group to monitor implementation, including representatives from the three key partners (EPNRM, RDAWEP, EPLGA) and at least two coastal Councils representatives.
- **Recommendation 2: Source funding for a dedicated resource**
 - Identify matching funding through the three key partners – for example the EPNRM Board is currently investigating a potential matching funding source of \$50,000 (2017-18) and \$100,000 (2018-19).
 - Recruit a dedicated officer (to be employed by RDAWEP) to undertake initial coastal site assessments and drive capacity building with relevant Council officers and other staff from other relevant organisations in the use of the decision making framework.
- **Recommendation 3: Establish a Regional Coastal Database**
 - A regional database will be established to capture all coastal assessment data across the region. The database will assist with understanding the collective management actions, monitoring and evaluating required at both the individual council and regional scale.
 - Council Coastal Plans will be generated for each council area identifying local and region scale management actions, for formal endorsement by each council.

- In 2018-19, once the assessments are completed and Council Coastal Plans have been approved by respective Councils, the Key partners will endeavour to work with Councils to identify and target additional funding to ensure implementation of priority management actions at both the individual council and regional scale.
- **Recommendation 4: Explore the use of by-laws as a mechanism for managing aspects of coastal access such as camping fees, and if desired, develop model 'by-laws' for use across the Region.**
 - Under the *Local Government Act, 1999* Councils have the powers to make by-laws. The use of by-laws was identified as an option to ensure a consistent approach by Councils to certain aspects of coastal access. For example if camping fees were to be charged, a 'model by-law' could be developed that all Councils can adopt. As such, fees for camping can be implemented in a uniform way by each council, removing confusion for the growing tourism market.
- **Recommendation 5: Develop a regional approach to messaging and promotion.**
 - Positioning the region as a destination of choice for a wide range of coastal experiences and assisting to meet the States targets around nature based tourism; ensuring branding is consistent (i.e. in the look and feel) of signage, online information etc; and that information guidelines are available.

In essence, this strategic approach will result in a dedicated regional resource to support Councils in undertaking coastal assessments, identifying appropriate management actions and in attracting additional funding to improve coastal access across the region.

The role will also play a key role in supporting other related tourism infrastructure and management initiatives across the region, such as the Eyre Peninsula Camping Options Strategy and the development of a Northern Touring Route for the region etc.

Recommendation

That the EPLGA endorse the Eyre Peninsula Coastal Access and Offroad Vehicle Strategy and that members present the strategy and seek formal adoption from their individual councils at the next available opportunity.