

# Cut a 4 metre swathe for a Bicycle Road in Beach Park bushland?



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**Foreshore Reserve Threatened:** Do Beaumaris residents really want a \$1.1 million bicycle road extension from Cromer Road to Charman Road to take over two thousand square metres of foreshore bushland?

**Council's Dilemma:** Bayside Council needs a 4 metre cleared swathe for the bicycle road it is expected to build. That gash - 2.5 metre concrete width and 0.75 metre of cleared buffer area on each side - means felling ninety substantial indigenous trees on the bushland margin if VicRoads will not agree to Council's strong first preference for siting on the road reservation. Veering further into the reserve to miss some trees is a much worse option because that would fragment, consume and alter much more of the reserve.

**Saving Beach Park:** Siting the bicycle road entirely on the road reservation is feasible for most of the 850 metre length from Charman Road to Cromer Road, as a [Safety Section](#), 500 metres from Charman Road to Deauville Street, has less than the four car lanes on Beach Road elsewhere. Detail is on [our Web site](#).



Part of the Safety Section of Beach Road, between Cliff Grove and Wells Road

Extending that Safety Section by 350 metres, from Deauville Street to Cromer Road, would give room for the 4 metre bicycle road swathe, from 3 metres of road surface freed, and the 1 metre grass verge between Beach Road and Beach Park, and would avoid intrusion into Beach Park.

**What Residents Can Do:** Contact your local State MP, Murray Thompson, to tell him you want VicRoads to extend the present Safety Section to make room for the concrete bicycle road, so it is not built on the Beach Park reserve, and the trees there are saved. Write a letter to the *Bayside Leader* local newspaper.

**Contacts: Murray Thompson MLA**

*Bayside Leader*

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**Width Availability:** The width of the bitumen on Beach Road between Charman Road and Cromer Road totals 14 metres compared to only 13 metres width for the [rest of Bayside](#). The present east-bound lane for road cyclists could remain if its width was reduced by 1 metre to become the same as the 1.4 metres of the present west-bound lane for road cyclists, but that west-bound lane for road cyclists would have to be removed, with such cyclists being required to ride in single file, either on the seaward edge of the single west-bound motor lane, or on the new concrete bicycle road, either as individual cyclists choose, or by direction, as road authorities decide.

With the 1 metre of grass verge also being available, only 3 metres of road width would be needed to add to that to match the safe and uncontentious standard that has already applied for the existing bicycle road to the west of Cromer Road for more than ten years. The remaining 3 metres of road reserve could be used for the special right turn areas separated by pedestrian traffic islands that are a feature of the Safety Section east of Deauville Street.

**BCS Inc. Campaign:** The Society has begun to campaign for a conservation approach to be taken in this move to complete the bicycle road so that the foreshore reserve, which extends right up to the fence along the verge, and has been [listed on the Register of the National Estate](#) (File No. 2/17/047/0004) since 1999, is not sacrificed when a re-forming of lane markings and traffic islands on Beach Road could avoid that.



[Murray Thompson MLA](#) for Sandringham (centre in left photo) & [Sue Pennicuik MLC](#) for Southern Metro (second in right photo) after walking along the foreshore edge between Cromer Rd and Charman Rd with BCS Inc. Office-bearers in November 2007

As the above pictures show, BCS Inc. officers have already walked along the route with Murray Thompson MLA, the Liberal member for Sandringham, and Susan Pennicuik MLC, the Greens member for Southern Metropolitan Region. They have also met David Davis MLC and Andrea Coote MLC, the Liberal members for that region, to brief them on the need for VicRoads to agree to the changes required to save the foreshore reserve from attrition. Ms Coote agreed to inspect the route with BCS Inc. in early 2008, and responses are still awaited from the two Government MLCs, John Lenders and Evan Thornley.

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