

18 April 2011

Hon Terry Mulder MLA
Minister for Roads
Level 16
121 Exhibition Street
MELBOURNE VIC 3000

Dear Mr Mulder,

Beach Rd Road Reserve space needed for part of Bay Trail in Kingston



Beaumaris Conservation Society Inc.

Association Number A00348878

PO Box 7016

Beaumaris Victoria 3193

T 9589 5428 F 9589 5194

M 04291 76725

info@beaumarisconservation.net

www.beaumarisconservation.net

Mordialloc-Beaumaris Conservation League Inc. has agreed with its neighbouring conservation organization, Beaumaris Conservation Society Inc, on major aspects of supporting a route for siting of the Bay Trail at the southern end of Bayside Municipality and the northern end of Kingston Municipality.

The first major aspect agreed upon is the need to site the Bay Trail as far as possible from the actual coastline in order to minimize intrusion into the narrow long-standing foreshore reserve.

That minimum extent of intrusion can be achieved by making use of the maximum extent of road reservation land (both paved and unpaved) that can be made available for this purpose.

Correspondence that both of the above organizations have had to date with your Ministry indicates to us that, in certain sections of Beach Road, useful widths could be made available, thus reducing the intrusion into the foreshore reserve that the back-of-kerb route, preferred by us to more intrusive options, would entail, by a corresponding amount.

Beach Road Section (Monaco Street, Parkdale, to Marina Road, Mentone):

In relation to this section, MBCL Inc. has been informed by letter (21 September 2010) that *“VicRoads has no objection to narrowing the four-lane pavement width on Beach Road to minimize the impact of the back-of-kerb option on the foreshore.”* and that *“VicRoads has subsequently agreed that, at locations where there is significant vegetation or where the road narrows, the beach-side outer lane could be reduced to 3.0 metres.”*

It is hoped that the above position stated by VicRoads is still maintained.

Consideration of Centre Turning Lane (Marina Road, Mentone, to Wells Road, Beaumaris):

Both of the above organizations agree on the value of gaining space for the proposed Bay Trail in the special section of Beach Road between Marina Road, Mentone, and Wells Road, Beaumaris, that has, for some decades, been restricted to one motor traffic lane each way. In that section, there is a 3.0 metre wide central turning lane interrupted by raised concrete safety islands of similar width. MBCL Inc. and BCS Inc. consider that the replacement of that little-used 3-metre width of bitumen area by a narrower standard minimum width of raised concrete median strip, as exists in several sections of Beach Road further west, would reasonably provide some 1.7 metres of width for the Bay Trail that did not have to be attained by removing a hundred or more mature coastal trees from the foreshore reserve.

It is recognized that the above proposal would produce some inconvenience for those residents adjoining Beach Road, and for those drivers travelling westbound wishing to make right-hand turns into minor streets. It seems reasonable for such right-hand turns to be concentrated at the two major road junctions involved, namely the Charman and Cromer Road junctions with Beach Road. Elsewhere in the Melbourne metropolitan area, there is widespread use of continuous median strips separating opposing traffic directions associated with the concentration of right-hand turns and U-turns into a small number of defined locations. Unlike most other examples of such traffic arrangements in Melbourne, the plan we suggest only impacts on westbound traffic. Eastbound traffic has no entrances to anywhere between Cromer Road, Beaumaris, and Marina Road, Mentone, as the entire length of that foreshore is fenced.

Beach Road Section (Wells Road to Cromer Road, Beaumaris):

This short 350-metre section is entirely alongside the important Beaumaris Cliff foreshore, where all the 30 hectares of land and seabed on its seaward side has been placed on the Register of the National Estate as the Beaumaris Bay Fossil Site (Identifier 18053). This treed foreshore strip is the least disturbed section of foreshore reserve in the City of Bayside. It has no structures, no car parks, and no concrete on it.

The incursion into this land will be greatly reduced if the special road lane arrangement of only one traffic lane each way that exists just to the east of it is extended up to a properly designed place for concentrating right-hand turns and U-turns at Cromer Road.

Conclusion:

MBCL Inc. and BCS Inc. were pleased to have the opportunity to have constructive discussions about these matters on site earlier this month with your parliamentary colleagues, Murray Thompson and Lorraine Wreford, the Members for Sandringham and Mordialloc respectively, and would appreciate your response to the matters that have been raised in this letter.

Yours sincerely,

Judy Fields
President
Mordialloc-Beaumaris Conservation League Inc.

Chris Sutton
President
Beaumaris Conservation Society Inc.

cc: Hon Ryan Smith MLA, Minister for Environment and Climate Change
Mr Murray Thompson MLA, Member for Sandringham
Ms Lorraine Wreford MLA, Member for Mordialloc