To Whom it may concern,

Traffic & Transport team Re: Southern Peninsula Traffic Investigation, Mornington Peninsula Shire, Private Bag 1000, Rosebud, Victoria, 3939 haveyoursay@mornpen.vic.gov.au

We commend council on there action to deal with this long outstanding issue, though express disappointment in the vision and problem solving that is not outside the normal, frankly we expected more from a preliminary report that would get community critically thinking about this outstanding difficult issue.

We strongly believe that more thought and vision needed to be placed into this report, with its investigation to respond to a Council resolution from the meeting of 24 April 2018 whereby Council resolved:

“That a further and preliminary report be brought to Council within 90 days as to traffic movement arrangements on the Southern Peninsula as an alternative to the freeway reserve overlay between Boneo Road and Blairgowrie.”

We feel that the Trafix report has already missed its intended purpose altogether, and were saddened to see it advertised for comments, thus re enforcing the belief that the current overlay is the only choice and option.

The Current Freeway overlay itself will bring a whole range of issues if it is ever constructed we commend the Shire on its stance to look at ways of removing it altogether it is a large threat to the Southern Peninsulas Biodiversity.

- These effects may include local effects, such as on noise, water pollution, habitat destruction/disturbance and local air quality; and wider effects such as habitat fragmentation, ecosystem degradation, and climate change from vehicle emissions.

- Simply roads like the overlay fragment landscapes and trigger human colonisation and degradation of ecosystems, to the detriment of biodiversity and ecosystem functions. This road would severely affect the biodiversity and ecology of the Southern Peninsula, through direct effect and further by attrition.

- The overlay is proposed road on top of the shires already depleted remnant native vegetation that is estimated at 18.5% (2001 mapping Oates and Taranto) of 1776 EVC’s (Ecological Vegetation Classes), as well as a significant amount of Green Wedge land.

- It further divides existing native vegetation and habitat and the most crucial intact area of the Tootgarook wetlands. Wetlands have been the hardest hit ecosystem by humans in the last 300 years.
years, with 87 percent lost globally, Tootgarook Swamp is the largest Remaining Shallow Freshwater Marsh in the Port Phillip and Western Port Region at approximately 590 Hectares or 1500 acres, we have destroyed all of our other large wetlands in the region.

- The overlay in its entirety removes 3.7-5.4% of the total amount of remnant vegetation remaining on the Mornington Peninsula. This is a significant amount, it would be likely that offsets of this size from removal of vegetation would not be found on the Peninsula itself. With almost all the Ecological Vegetation Classes along its path ranging from Federal to State significant, it runs through remnant Grasslands, Wetlands, and Woodlands. Not to mention the significant individual species.

The Traffix report has not presented us with anything new, or for that matter we believe it has not addressed the real issue at hand: Cars.

Not one of the recommendations of A to D in the report is visionary enough to consider and expand our thinking about reducing vehicles from the Southern Peninsula in the long-term.

Each of the recommendations provided have given only options that use roads.

We believe that it is paramount to remove the number of cars from the Southern Peninsula though not access to people.

The biggest myth is that diversion of traffic away from Point Nepean Road is possible using roads, it is illogical when you consider that the commercial zones and that the beach itself are major destinations on the Southern Peninsula. The Solution lies in the removal of excessive cars whilst retaining access to locals and visitors alike.

1. The first strategy should be not to create any new roads. It is a fact that the only thing that comes with roads is more cars.

   “New urban roads always attract traffic….the two main sources are induced traffic (trips that would not otherwise have been made had the road not been built) and diverted traffic (trips that would otherwise have followed some alternative route).”
   —Australian Institution of Engineers, 1990

   A good example of this is in Mornington where the unintended consequence of Peninsula Link was the diversion of Traffic from the multilane Nepean Highway to the duel lanes of Bungower road and Mornington Tyabb road, where congestion is almost a daily issue.

2. The second strategy should be to create a high-class public transport alternative.

   Due to the physical geographical constraints and available land of the Southern Peninsula this is not simply possible on land.
Though the one thing that is accessible to the residents is the distinctive coastal spread of the townships on the Southern Peninsula and the Bay (Townships run along the coast rather than those on the Northern Peninsula that run back from the bay like Mornington, Mount Eliza).

The bay as a method of transportation was used heavily before cars it was accessible to the populace, and seen as an effective and efficient method of transportation, there is no reason other than the unwillingness to cooperate that it shouldn’t be again.

“The [Infrastructure NSW] report attempts, but not convincingly, to mount the argument that motorway extensions toward centres of activity do not in themselves attract more private transport. Actual experience is that they do especially if there is a failure to develop a high class public transport alternative.”
—Ron Christie (former CEO, NSW Roads and Traffic Authority), Sydney Morning Herald, 16 October 2012

There currently is extremely poor opportunity to travel to the Mornington Peninsula with out a car, it is even the recommended travel option by the state government and Mornington Peninsula Tourism Board which would be adding to the Southern Peninsulas current congestion issues (Even though the State government webpage features an image of a ferry).

Our organisation is left asking: Why the Southern Peninsula not has the same services that the Bellarine Peninsula does on the other side of the bay? Which has a service operating between Portarlington and Melbourne, and soon expanding trials to Geelong.

We believe our community has been let down by both state government and local council not advocating for this, not including how almost every single Councillor and Candidates on the Southern Peninsula has been placing public transport on their campaign agenda when election time comes. It is highly regrettable that in seeking alternatives to the Southern Peninsula Traffic Investigation that other transportation options haven’t been explored or investigated in a serious enough fashion.

Our Southern Peninsula townships are unique in their very close proximity running along the bay with piers and many people located within a few kilometers distance from them. This coupled with bus services on North-South main roads (e.g. the streets and roads of Kangerong, Jetty, Boneo, Truemans, Dundas etc) would provide excellent transportation options for bus to ferry. These bus services could then possibly extend further back into Hinterland and ocean side townships of the Peninsula.

Such a ferry service would carefully regulate and allow for day trippers during the busy season and accommodate for the growing need for better connectivity with Melbourne all year round.

1 Visit Victoria (State Government) [https://www.visitvictoria.com/Regions/Mornington-Peninsula/Travel-information/Getting-around/](https://www.visitvictoria.com/Regions/Mornington-Peninsula/Travel-information/Getting-around/)

It is a long-term solution with numerous benefits from environmental to economical, from social to practical and it is not farfetched.

The vessel “Bellarine Express” (Figure 1) operating on the other side of the bay is able to operate 365 days of the year, and can carry 400 passengers, “Featuring low emission engines, Bellarine Express is one of the most environmentally friendly ferries travelling Australian waters. And with the latest designs to increase speed, it’s also one of the most efficient.”

![Figure 1 Bellarine Express Copyright Incat Australia Pty Ltd, All Rights Reserved](https://www.incat.com.au/vessel-gallery/090/)

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The service is marketed at reclaiming your commute and offers free Wi-Fi that you could continue your work or education studies on the journey, as well as an on board café.

A further trial to reduce the travel time between the Yarra entrance and docking at Docklands has also just been completed.

3. The third strategy should be to relieve the congestion that currently exists without adding to it or generating any new traffic to the Southern Peninsula.

Any further appeal in terms of time savings to the Southern Peninsula from Metropolitan Melbourne will have vast unintended consequence from social, cultural, economic and environmental impact. With no alternative transport to that of roads on the Southern Peninsula we are placing all our eggs in one basket - roads.

4 Port Phillip Ferries Reclaim Your Commute [https://www.portphillipferries.com.au/daily-commute/]
“Congestion, it turns out, is an inevitable consequence when the private sector produces an unlimited number of vehicles and expects the public sector to spend limited resources to build an unlimited amount of space for them to run on.”
—Gordon Price, Transport Planner and former City Councillor, Vancouver

If ease of access is made easier to the Southern Peninsula and travel time reduced further a consequence will be impact from vehicular traffic, with the only public transportation options also using the same roads public transport and other modes of transport that utilise the roads will also be impacted. This will impact the amenity, wellbeing, community and safety of permanent residents of the Southern Peninsula as well as it’s environment and biodiversity.

We know that the current Peninsula Link encouraged more traffic when models said that it wouldn’t. The reason being is that new roads create new traffic. With the announcements of North-East link and Mordialloc bypass we really need to consider elsewhere’s unintended consequences.

The best way we believe to limit traffic and not people and visitors is market based. Taxes and restriction of use and control is one of the most effective control measures available. Introducing a PAYG system to the Mornington Peninsula Freeway (toll) and beachside car parking (including both sides of Point Nepean road) during peak busy periods would be an excellent way of reducing cars.

Payments could be used to subsidise any ferry, making this mode of transport cheaper, more available and could provide funds for aiding in the cleaning up of our beaches, which are impacted heavily during peak times.

Using the formula for the Victorian Governments Vacant residential land tax and reversing the list against the Shires local electoral role would provide the means to provide travel passes to Mornington Peninsula permanent residents, so they would be unaffected by this change.

We believe that using the restoration and upgrade cost of estimate of the Dromana pier of $750,000 we can calculate the upgrading for the piers of Rye and Rosebud to the same standard of Dromana for a estimated total spend of $2.25 million, plus ferry spend.

We believe that this option would be the most cost effective and efficient means of congestion relief coming in well under any of the proposed road upgrade options, and any other alternative transportation option.

4. It really is a road to a dead end, bringing congestion to where the landform of the Peninsula really is a bottleneck is a very bad idea, the geography of the Peninsula is not suited to high volumes of traffic, and considering most people’s cars sit there not used for the majority of the time we should be looking a

better ways to move people around on the Southern Peninsula.

Alternatives of any kind will have to consider how to reduce the number of cars on our roads, while maintaining and catering to the needs of residents and visitors alike.

Suitable alternatives would acknowledge that it is the area’s biodiversity that is our main drawing card and its need to be managed correctly whether this be the marine or terrestrial environment or the interface between the two - wetlands.

We feel that to propose any further destruction of EVC’s (Ecological Vegetation Classes) and habitat to allow for a fractional faster travel time during the peak periods, before we exhausted any other means of traffic curtailing (such as a ferry, tolls and parking fees), not only would strip the area of its biodiversity, character and identity, but also be short sighted and irresponsible, as any means that brought further future traffic congestion would ultimately see these levied anyway.

We are supportive of the council upgrading current roads to ease traffic flow and congestion, though believe that several options have been left out of the consultant’s report.

We believe these options should be used only after what we see as the preferred option of removing vehicles by providing alternate transport means has been exhausted.

- **Roundabouts at Elizabeth Avenue and Eastbourne road as well as Point Nepean Road and Elizabeth Ave.**

  Currently Elizabeth Avenue intersection is confusing to non-local traffic. Cars during peak season often take this intersection incorrectly when turning south on to Elizabeth Avenue from
Elizabeth Avenue, veering into the left turning lane from Eastbourne road (when traveling west) that runs into Elizabeth Avenue.

Cars turning right onto Eastbourne road from Elizabeth Avenue can be blocked by cars not leaving space traveling west along Eastbourne road.
A roundabout would remove the congestion of cars turning right (Elizabeth Avenue to Eastbourne road) at this intersection that during very peak seasons of the year, can end up running down Broadway.

On Point Nepean road the same thing occurs, blocking of the road by vehicles not allowing other traffic to move through is the issue of congestion.

A roundabout on Point Nepean road and Elizabeth Avenue, will make turning right easier, and make convergence of traffic from Eastbourne road/Elizabeth Avenue onto Point Nepean smoother.

Currently an additional merging lane exists though stills sees traffic stopping as nothing is there to slow the traffic on Point Nepean road.

**Why roundabouts work.**

1. *Cars Entering a roundabout must give-way to those already in the circle.*
2. *With all cars traveling in the same direction roundabouts eliminate head-on collisions, as well as right turns on of the most dangerous moves at an intersection.*
3. *Because drivers are anxious about merging with roundabout traffic, they slow down, which helps reduce accidents.*
4. *With no traffic lights to divert driver’s attention upward, roundabouts keep motorists focused on the cars and pedestrians around them.*
5. *In addition to improving traffic flow, roundabouts are often easy on the eye, with elegant landscaping.*
• Roundabout at Truemans and Point Nepean road.

The current traffic lights add to congestion of the Elizabeth Avenue and Point Nepean road intersection during peak season. This intersection should have been a roundabout.

The roundabout could be set back from the beach side of Point Nepean road in the design by adding a curve to the road, (similar to the design below) allowing the roundabout to be inset to Truemans road slightly.

This would further slow traffic entering the roundabout and could be coupled with pedestrian crossings. The same design could be used at Elizabeth Avenue and Point Nepean roads.
• Alternative streamlining of Browns road at the closest point near Francis street to the freeway reservation.

We believe that the option of figure 36 in the report to Shire should be considered as this option. It makes more sense to connect Browns road to the Freeway reservation at the Shortest point (near Francis Street) at the edge of the low-density residential zone. This option provides less significant vegetation removal, and still avoids Tasman drive (where the road reserve narrows significantly).

The road reserve of Browns road at this location (40m) is as wide as Boneo road in Rosebud. This change retains larger portions of Flora and Fauna Guarantee Act listed Moonah Woodland.
• Alternative streamlining of Browns road at Truemans road on the South West corner (rather than North East).

Alternative streamlining and connecting of Browns road through Truemans road in an alternative design to the Traffix report.
• Redesign of Browns road and Boneo road roundabout.

We believe that there is an opportunity to redesign the Browns road and Boneo road roundabout for better traffic flow. According to planning maps online there is a property at 426 Browns road that is vacant adjacent the roundabout, next to the Boneo Fire station. This could provide extra space in designing an intersection that could provide better flow and congestion reduction based on movement, as well as provide and additional entrance/exit point for the Fire Station.
Kind Regards,

Cameron Brown
President

Maayan Rousso
Vice President

Jessica Durrant
Public Officer

Craig Thomson
Treasurer/Events

Gidja Walker
Committee Member

0409 936 577

www.savetootgarookswamp.org

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