

cases, some initial progress has been made in implementing the actions. The improvement of public infrastructure is obviously an ongoing and evolving process.

One Way Traffic options

To increase public safety and provide increased open space in and around the business section of Osborne Esplanade it is suggested that a one way system be trialled – in a north-easterly direction. This is anticipated to lower current congestion, improve the parking conditions, help in slowing vehicle speeds and increase the available beachside open space, allowing greater accessibility and public facility development.

The second one way proposal is along Rollins Street. Here it is envisaged to widen the footpath and provide parking on the northern side of the road. The one way out into Balmoral Road would improve the safety around this intersection and prevent potential traffic blockages from cars parking on both sides of the road. The alternative is to have the one way direction coming out on to Windsor Street.

Speed limit for the Kingston Beach environs

The approved 40km/h speed limit signs are now installed on Beach Road and Mt Royal Road. Changed traffic conditions have been implemented at the intersection of Balmoral Road and the Esplanade to increase certainty and safety.

Carparking and public toilets

Designated car parking spaces will be line marked along Windsor St to maximise car parking availability. Other locations will be investigated to improve car parking access. Incorporating street trees into the current road system will aid traffic calming and provide increased visual amenity.



Looking south down Windsor St showing designated car parking.



The centre placement of street trees where space permits can have the impact of softening the wide streetscape and would reinforce the residential nature of Kingston Beach.

The Mt Royal Road car and trailer carparking has been completed and includes an upgraded footpath. Landscaping is to be installed in the near future. Around Kingston Oval the road pavement has been upgraded and drainage improved along with sealing carparking.

Beach side car parking can be optimised by designing a carpark on the current public toilet site and relocating the public toilets to the beach side of Osborne Esplanade.

Accordingly, it is proposed to provide three locations that incorporate toilets, showers seats and landscaping. It is envisaged the design will be reminiscent of original boat sheds that previously dotted the foreshore but are pedestrian in scale and provide the highest quality finish. The images below show the intended colour scheme envisaged for Kingston Beach.



A colour palette for Kingston Beach could be marine blue and cream.

The location of the public toilet facilities will be on the corner at the end of the Esplanade as it turns into Brown’s River, opposite the existing public toilets and opposite the Hotel site. This last location may have a kiosk associated with the design.

Consideration to providing public toilets adjacent to the public recreation area in Balmoral Road should also be evaluated as part of the long term Kingston Beach Management Plan.

Street lighting

State of the art street lighting is to be installed into Osborne Esplanade by Aurora as part of the Kingston Beach Master plan works. More importantly this lighting will provide LED illumination using new street light standards and poles.



This lighting will be complimented by pedestrian lighting along the beach front as part of the walkway/beach access development. Similar light standards will be used.

Bus parking

To increase accessibility and safety it is proposed to provide a bus lay-by on the corner of Victoria St and Osborne Esplanade. Currently the site is undeveloped and will provide safe pedestrian access for school and community groups visiting Kingston Beach for outdoor recreation pursuits.

Walking and Public space

To maximise options for walking along the Kingston beachfront it is proposed that structures that widen pedestrian access will be built out over the marrum grass areas. These are currently no-go areas for public access and will ensure the erosion control role of the grass is maintained whilst still providing increased areas for community access.



Extending the walkway over the marrum grass and removing the path provides greater grassed areas for public use.



The exact locations and design widths is yet to be finalised. Some may be 3m in width allowing for multi use, other locations may create platforms that include seating and beach access using play equipment or ramps.



To give a feeling of community ownership and to assist in partial funding, one thought is that residents and visitors of Kingborough may donate and have their names engraved into the decking similar to as shown above.

Currently at Kingston Beach the marrum grass acts as a protection from erosion. This must be maintained, but it denies access to large parts of the beach. By building timber structures over the grass that do not interfere with this role, increased public space can be achieved with minimum impact on the environment. A similar structure could be located closer to the commercial area and be used as a “stage” for occasional public events.

Many people have commented that they wish there were more grassed areas on the reserve alongside the beach. Space is limited to achieve this but where possible it is envisaged that existing bitumen and sealed areas can be removed and replaced with high quality grass as appropriate. Old garden beds (which just take up valuable space) and shrubs can be replaced with other suitable landscaping, such as grass and trees to provide family friendly areas. It is envisaged that there would be a constant pedestrian link maintained that meanders along the beachfront.



Improvements to the beach access along Kingston Beach may include the construction of steps and ramps as applicable. Careful design is required to ensure that potential erosion issues are considered.



Possible location for concrete steps and alternate beach entry against sea wall.



Extending a deck and walkway over the marrum grass in this location will allow greater public access to the beach. Play elements can be hung off the deck providing beach access and play equipment for families leaving the higher ground available for recreational use.



Placing interesting play equipment on the beach and not having it close to the road allows greater flexibility and freedom for all users.

Osborne Esplanade Landscaping

To date, Council is of the opinion that a satisfactory replacement tree has not been finalised for the existing trees along the foreshore. A consultant arborist, recently engaged to comment on the beachfront Blue Gums, suggested that the Smooth barked Apple *Angophora costata* might provide an acceptable replacement tree solution.

This species grows naturally along the NSW coast highly adapted to the salt spray and coastal conditions. Many species are doing well in the Hobart area. It is a medium tree in its native habitat and reaching a max height of 8-15m in Hobart. It provides an open, attractively coloured gum barked crown of fresh foliage. Although not regarded as a Eucalypt it is closely related.



These trees could also be used as street trees in Windsor St or smaller tree varieties considered such as Callistemon or Banksia.