

The study researching effective enforcement and countermeasure strategies that could be implemented with respect to groups of cyclists was undertaken by the Monash University Accident Research Centre (MUARC) and the Amy Gillett Foundation. The study investigated collisions and near collisions with bicyclists from the perspective of all road users and explored circumstances of the incidents, peoples' experiences, attitudes and behaviour as a result of the incident.

The MUARC report was released in January 2009. The report recommended that further research be undertaken to understand the complex issues surrounding the motivations and attitudes as well the behaviour of bunch riders. In relation to any parking restrictions, the report recommended a review of the effectiveness of the existing parking restrictions and a trial of similar restrictions for other sections of Beach Road.

The Road Safety Act has been amended to introduce new requirements for bike riders involved in serious collisions. The legislation also expands the definition of some inappropriate behaviour to include bike riders.

On 18 July 2009 the state government launched the new maximum penalties for cyclists, which include:

- \$284 or seven days' prison if property is damaged by a cyclist and the rider does not immediately stop and offer assistance.
- \$13,610 or prison for 12 months, or both, for dangerous riding.
- \$681 for careless riding.
- \$68,052 or five years in prison if a person is killed or seriously injured by a cyclist and the rider does not immediately stop and offer assistance.

Under previous bicycle laws, cyclists could only be fined up to \$567 for riding in a dangerous, careless or reckless manner.

The new penalties would help police tackle reckless riding by cyclists, and reduce the likelihood of pedestrians, other cyclists or drivers suffering serious injury.

Following a meeting on 16 December 2008 between the Minister for Roads and Ports and the Chief Executive Officers and Mayors of the Bayside and Kingston Councils, it was requested that detailed surveys be undertaken to determine the impact of the No Stopping restrictions. As part of the consultation on the proposed bans, VicRoads engaged a market research firm to conduct a mail back survey of all businesses and properties along Beach Road. An interview survey of a sample group of residents and businesses was also undertaken. The aims of the surveys were to determine the level of support for the weekend parking bans and to determine any potential implementation issues.

The Minister for Roads and Ports met with the Chief Executive Officers and Mayors of the Kingston and Bayside Councils in January 2010 and provided a summary of the results of the resident surveys.

The Mentone Parkdale Village Committee has expressed concerns about this proposal.

3. Summary and Conclusion

The resident consultation undertaken in 2006 by Council revealed that whilst the support for the No Stopping bans from the residents was not overwhelming, there were more residents agreeing to the proposal than disagreeing. In 2006, 58% of the respondents supported the parking ban.

The recent mail survey conducted by VicRoads revealed a higher percentage of residents (61%) opposing the proposal.

The implementation of the No Stopping restrictions as outlined in this report will improve road safety, improve mobility of both motorists and cyclists and reduce the number accidents involving cyclists and associated financial and medical costs for serious injuries and/or death.

The proposal was developed to address crashes involving cyclists and parked vehicles. It is expected that the benefits achieved from this proposal will far outweigh any negative impacts.

4. Discussion

Parking Surveys

Averaged over the entire length of Beach Road between Charman Road and Mordialloc, the occupancy for on-street parking was only 8% of available spaces in 2005.

VicRoads arranged an aerial survey of Beach Road on 16 January 2010 at 9am. Surveys undertaken in January 2010 showed only a slight increase in on-street parking occupancy along Beach Road.

Table 1 shows the number of vehicles parked along Beach Road and Table 2 details the number of vehicles parked in the off-street car parks. The tables show data collected in 2005 and 2010.

Location	30/07/2005 Sat		31/07/2005 Sun		16/01/2010 Sat	
	North	South	North	South	North	South
Charman Rd - Sea Pde	0	0	0	0	2	0
Sea Pde-Marina Rd	6	0	2	0	0	0
Marina Rd-Mundy St	0	0	0	1	2	0
Mundy St-Plummer Rd	1	0	0	0	0	0
Plummer Rd-Kitchener St	6	0	7	0	3	1
Kitchener St-Naples Rd	1	0	1	0	1	0
Naples Rd-Mentone Pde	5	1	2	1	4	0
Mentone Pde-Dixon St	0	0	0	0	0	2
Dixon St-San Antonio Crt	1	0	1	0	2	0
San Antonio Crt-Warrigal Rd	0	0	0	0	2	0
Warrigal Rd-Genoa St	2	0	2	0	3	0
Genoa St-Antibes St	0	0	0	0	0	1
Antibes St-Birdwood St	3	0	0	0	5	0

**City of Kingston
Ordinary Council Meeting**

Agenda

8 February 2010

Location	30/07/2005 Sat		31/07/2005 Sun		16/01/2010 Sat	
	North	South	North	South	North	South
Birdwood St-Monaco St	1	0	0	0	0	0
Monaco St-Foam St	0	0	0	0	0	0
Foam St-Surf St	0	0	0	0	0	0
Surf St-Parkers Rd	0	0	0	4	0	3
Parkers Rd-Herbert St	1	4	5	4	3	2
Herbert St-McIndoe St	0	0	0	0	0	0
McIndoe St-Rennison St	4	0	3	0	0	0
Rennison St-Rosella St	4	0	4	0	5	0
Rosella St-Bay St	0	0	0	0	0	1
Bay St-High St	1	0	1	0	3	0
High St-Epsom Rd	0	0	0	0	0	0
Epsom Rd-Owen St	0	0	2	0	0	11
Owen St - Centreway	0	0	0	00	2	4
Centreway - Nepean Highway	2	11	1	7	3	13
Total	38	16	31	17	40	38

Table 1: Beach Road Parking Survey Results On-Street

LOCATION	July 2005	January 2010
	OCCUPIED	OCCUPIED
Mundy St/Marina Rd	3	7
Naples Rd	3	17
Dixon St	4	7
Antibes St	3	20
Rennison St	0	4
Bay St/High St	2	9
Peter Scullin Reserve	13	10+
Opposite Monaco St	6	0
Total	34	64

Table 2: Parking Survey Results Council Off-Street Carparks Along Beach Road

Casualty Accidents

There were a total of 102 reported accidents involving cyclists in Beach Road over all three municipalities for the years 2000-2004. Of these, two were fatalities, 35 involved serious injury and 65 caused other injury. Admissions to hospitals in the area, particularly Sandringham, show much larger numbers of injuries, albeit usually minor. The under-reporting of casualty accidents for cyclists is a well-known phenomenon.

VicRoads has recently reviewed the casualty crash data on Beach Road between 6am and 10am during the weekends. The crash data in the five years to June 30, 2009 showed 36 crashes involving cyclists, 8 involved parked cars, with 5 of these crashes resulting in serious injuries to the cyclist.

Function of Beach Road

The volume of cyclists using Beach Road is very high and indeed approaches or exceeds the numbers of motor vehicles in some parts of the route. The casualty accident rate involving cyclists rate is very high. In the light of these results, it was decided that there were two countermeasures that could be implemented to address the cyclist accident problem in Beach Road.

Banning parking on weekends between the hours of 6.00am and 10.00am would allow two through lanes of traffic in each direction. Where there were groups of cyclists utilising the route, the cyclists would be able to use the kerbside lanes while motorists would have unimpeded access to the inside lanes thereby improving mobility and safety for both motorists and cyclists. No line marking or stencilling would be required and the proposed restrictions could be implemented with minimal impact.

The configuration of Beach Road within the City of Kingston comprises of three distinct profiles.

Charman Road to Mundy Street

A single lane of traffic in each direction with indented parking on the residential side and parking restrictions on the beach side. It is recommended that the existing layout and parking arrangements be retained for this section of the roadway.

Mundy Street to Rennison Street

Kerbing on the residential side and a gravel verge on the beach side. It is possible to park a vehicle on the beach side of the roadway without interfering with the traffic flow in either of the city bound lanes. On this basis it is proposed that the parking bans proposed be limited to the residential side only.

Rennison Street to Nepean Highway (Mordialloc)

Kerbing both sides. The profile of this section is similar to that in the City of Bayside and warrants the introduction of restriction on both sides of the roadway.

Discussions were held with the President of the Mordialloc Life Saving Club regarding the impact that the No Stopping ban proposal would have on the life saving clubs. The Mordialloc Life Saving Club and the Mentone Life Saving Club hold an average of two sporting events a year. The junior events organised by the Mordialloc Life Saving Club have between 600 to 900 children under the age of 12 attending. On street parking will be required by the clubs when these events are held. The No Stopping signs could be covered on event days to accommodate on street parking.

On-street parking surveys undertaken in the weekend between 6am and 10am revealed that when averaged over the entire length of Beach Road between Charman Road and Nepean Highway, the occupancy was only 10% of available spaces.

Although parking along Beach Road increases during the summer months, it has been observed that the off-street carparks are not full until well after 10am on weekends. Most, if not all residences along the frontage have off-street parking provision.

Parking demands can be accommodated throughout the year by the use of side streets or the off-street car parks presently designated and on the foreshore side of Beach Road north east of Rennison Street. As residents have free access to beachside car parks it is not proposed to vary the restrictions within beach parking areas.

Port Phillip Council has proceeded to implement bans on its portion of Beach Road. The City of Bayside will consider this proposal at a Council meeting scheduled for 16 February 2010.

5. Consultation

Council Managed Consultation

Council undertook a resident survey in July 2006. A total of 460 survey forms were delivered to the residents and businesses of Beach Road. Responses were received from 69 residents – a 15% response rate which is fairly typical for such surveys.

Of the residents that responded, 40 (58%) agreed to the proposal and 29 (42%) did not support the proposal.

Of the 40 respondents that supported the proposal, 4 responses were anonymous and 2 did not give an address.

Of the 29 respondents that objected the proposal, 4 responses were anonymous

The majority of residents who rejected the proposal and a few residents who supported the proposal said that cyclists regularly abused the road rules and often behaved irresponsibly. A number of respondents discussed cyclists' behaviour at length and requested increased police patrols.

Seventy per cent of the respondents that rejected the proposal said that they needed on-street parking. A number of these residents felt that as ratepayers they had a right to park outside their homes and believed that cyclists' were the problem rather than the parked vehicles.

VicRoads Managed Consultation

VicRoads engaged a market research firm to conduct a combined face to face interview and a mail survey.

A mail survey provided all owners and occupiers to provide feedback.

The interview surveys were conducted over several weekends. A systematic sampling method of residents was used whereby every second residence was visited. All businesses were approached and the interviewer recorded whether the business was operating during the hours of 6am and 10am on weekends to help assess the impact on businesses.

A copy of the consultation results is appended to this report.

175 responses were received from the mail surveys and 121 residents were interviewed. The key points from the surveys are as follows:-

- Mail survey respondents overwhelmingly disagreed with the proposal.
29% agreed or strongly agreed
61% disagreed or strongly disagreed
- Interview survey respondents were divided.
42% agreed or strongly agreed
47% disagreed or strongly disagreed
- 74% of those interviewed said that this proposal would have nil benefits.
- 54% of mail respondents said that this proposal would have nil benefits.
- A significant proportion an average of 45% of respondents park a car or a visitors car on Beach Road between 6am and 10am on weekends.

VicRoads also arranged an aerial survey of Beach Road on 16 January 2010 at 9am to determine the number of vehicles parked on Beach Road.

6. Issues

In 2006 when Council undertook a resident survey, support for the No Stopping bans from the residents was not overwhelming however there were more residents agreeing to the proposal than disagreeing.

The recent survey conducted by VicRoads revealed that there were more residents opposed to the proposal than for it.

Increase in number of cyclists travelling at speed on Beach Road

VicRoads have reported that the average speed of cyclists on Beach Road is 40km/h or less, although this may increase on downhill sections. As this concern is related to pedestrian safety, VicRoads is currently investigating possible options to provide safer pedestrian crossings along this route. Victoria Police's intensive policing of Beach Road has reduced recently and VicRoads will request that enforcement of cyclists during peak cycling times be resumed. Recent changes to regulations will also assist police in tackling reckless or dangerous riding by cyclists.

Parking Loss

Recent on-street parking surveys undertaken in the weekend between 6am and 10am revealed that when averaged over the entire length of Beach Road between Charman Road and Nepean Highway, the occupancy was only 10% of available spaces.

It has been observed that the off-street carparks are not full until well after 10am on weekends. Most, if not all residences abutting Beach Road have off-street parking.

Parking demands can be accommodated throughout the year by the use of side streets or the off-street car parks presently designated and on the foreshore side of Beach Road north east of Rennison Street. As residents have free access to beachside car parks it is not proposed to vary the restrictions within beach parking areas.

Enforcement

In order for the restrictions to be effective, Council would need to enforce these restrictions. Consideration will need to be given to extending enforcement periods to cover the weekend morning period – 6am to 10am.

The implementation of the No Stopping restrictions as outlined in this report will improve road safety, improve mobility of both motorists and cyclists and reduce the number accidents involving cyclists and associated financial and medical costs for serious injuries and/or death.

The proposal was developed to address crashes involving cyclists and parked vehicles.

It is expected that the benefits achieved from this proposal will far outweigh any negative impacts.

7. Triple Bottom Line Checklist

- Environmental – Nil
- Social - Improves recreational safety for cyclists and other road users. Reduces the number of cyclists involved in accidents and associated financial and medical costs for serious injuries and/or death.
- Financial - Cost of signage installation and on-going maintenance of signs. Initial implementation cost is estimated at \$25,000. These restrictions would need to be enforced by Council. Enforcement may be required as early as 6am.

8. Recommendation

- (i) That VicRoads be advised that Council supports the introduction of a 12 month trial of No Stopping restrictions on Saturday and Sunday between 6am and 10am on the following sections of Beach Road:
 - the inland side of Beach Road between Mundy Street, Mentone and Nepean Highway, Mordialloc,
 - on the coast side of Beach Road between Rennison Street and Nepean Highway,on the basis the cost for the implementation of the signage be shared by VicRoads.
- (ii) That Council in conjunction with VicRoads conduct a review on the effectiveness of these restrictions at end of this trial period.

Attachments:

*VicRoads Resident Survey Results
Plan showing signage locations*