

Wednesday 1 September 2010

## Bayside to receive \$1.5 Million in Beach Road safety funding

Bayside City Council will receive \$1.5 million in funding from the State Government toward safety improvements along Beach Road and partner a Corridor Safety Strategy to evaluate its impact on all road users.

As part of the safety study, a 12-month trial of morning weekend “No Stopping” zones will now occur the length of Beach Road following approval by Bayside City Council at Tuesday night’s Council Meeting.

Bayside Mayor Councillor Clifford Hayes said the decision to join the trial of a 6am to 10am dedicated lane for cyclists on weekends was based on total benefits to the community with safety being the key issue. The trial will commence in October 2010 subject to the approval of the zone locations by Council’s Traffic Engineers.

The Mayor noted that the State Government committed \$1.5 million toward funding safety improvements for Beach Road and this will be attached to the development of the Beach Road Corridor Strategy.

“Appointment of a Corridor Strategy Reference Group will ensure that the interests of all users are tested. Even if the trial ultimately does not warrant extension after 12-months, recommendations for improvements will provide a better environment for all users and identify what really contributes to safety along Beach Road,” said Cr Hayes

“The Minister for Roads and Ports Tim Pallas asserts that the ‘No Stopping’ zone is critical to improving safety based on VicRoads surveillance and crash patterns. Also, Council was told that evidence to date suggests that an on-going trial in Kingston has been successful,” said Cr Hayes.

Bayside City Council has long insisted that the State Government undertake an analysis of safety issues for pedestrians, recreational cyclists, motorists and competitive cyclists, including the impacts of key activity nodes along Beach Road, and fund the improvements required.

The Council Report tabled at Tuesday night’s Council Meeting noted that while Council’s view remains that the introduction of the ‘No Stopping’ provisions on Beach Road in isolation will not satisfactorily resolve safety considerations for cyclists and other road users, the Minister’s proposal represented a reasonable balanced outcome.

Minister Pallas' \$1.5million commitment to funding safety improvements for Beach Road includes the construction of the Bay Trail 'back-of-kerb' option between Cromer Road and Charman Road.

Beach Road and the foreshore are Bayside's primary environmental, recreational and tourism assets and are of significant importance to the wider community. Beach Road provides a thoroughfare and access points to Bayside's 17kms of foreshore.

There are a number of complex safety and amenity issues along Beach Road and the foreshore that affect the whole community, and Bayside City Council believes the State Government should take an evidence-based approach when addressing these issues and proposing actions or solutions.

Bayside City Council believes that the Corridor Strategy, which covers all the safety and amenity issues along Beach Rd and the foreshore, is necessary to address all these concerns.

Developed in conjunction with the State Government, VicRoads and key stakeholders, the Corridor Strategy will include analysing all activity nodes such as shopping precincts along the route, including safety treatments.

This could result in improving access to foreshore car parking, enhancing pedestrian access, completing the Bay Trail Shared Path South link, and developing strategies to improve cyclist behaviour as recommended by a Monash University Accident Research Centre report.

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