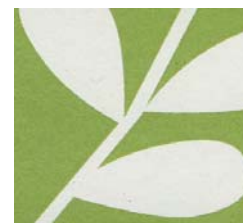


2010-05-16

Hon. Tim Pallas MLA

Minister for Roads and Ports

Dear Mr Pallas,



Beaumaris Conservation Society Inc.

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Further Suggestion for Fitting Bicycle Road Extension on Beach Rd.

Our [letter to you of 22nd June 2008](#) proposed that the existing [Safety Section](#) of Beach Road, Beaumaris – where there is only one motor lane each way instead of the two along it elsewhere – be extended to Cromer Road to accommodate the planned bicycle road extension between Cromer Road and Charman Road.

Beaumaris Conservation Society Inc. considers that the present provision of a 3-metre wide central motor lane, which is only occasionally used, by relatively few vehicles, needs to be reconsidered given the increasing pressure to provide for substantial and continual through traffic – in motor vehicles, on-road cyclists, and recreational cyclists and others using the associated bicycle road.

BCS Inc. considers that this large width of scarce road space would be much better used if a re-allocation of the width of the road reservation were made to accommodate the present two active motor lanes, plus two equal on-road bicycle lanes, as well as the 4-metre wide easement needed to continue the present format of the concrete bicycle road that extends from Brighton but ends unsatisfactorily at Cromer Road.

It is recognized that the replacement of the present 3-metre wide dusty, little-used central motor lane with a largely continuous 1.3-metre wide raised concrete median strip of the same type already used for shorter lengths on Beach Road in Black Rock and Sandringham, which could separate opposing traffic streams and be an island refuge for pedestrians crossing Beach Road, would somewhat inconvenience certain motorists.

It would require motorists residing in Beach Road properties and their visitors, and users of the four low-volume side streets on the north side of an extended Safety Section to be restricted to making only left-hand turns on to and off from Beach Road. Emergency crossings of the raised median strip would still be possible.

No motor traffic enters or leaves Beach Road on the south side of the proposed extended Safety Section. The turning arrangements at Charman Road need not be changed. There are many roads in Victoria where such restrictions apply for improving traffic flow and safety, and conserving limited road space. Those needs prevail now on Beach Road, Beaumaris.

An [improved layout](#) of the existing Beach Road road reservation, in comparison with the present layout – which was established some years before the current growing popularity of on-road cycling and the building of the existing concrete bicycle road – is suggested in the tables below, along with explanatory comments.

BCS Inc. would appreciate being informed of your response to this proposal, please.

Yours sincerely,

Adrian Cerbasi
President
Beaumaris Conservation Society Inc.

POSSIBLE NEW LAYOUT FOR SAFETY SECTION & BICYCLE ROAD ON IT

See 2010 lane widths, and suggested new lane widths, below this photograph of the [Safety Section](#).



Safety Section, opposite 23 Beach Road, Beaumaris, between Wells Road and Cliff Grove, 2007-11-18

2007 SAFETY SECTION LAYOUT PICTURED ABOVE (23 Beach Road)	TOTAL WIDTH <small>[click below to see PPCC Inc. data]</small>	On-road east-bound cycle lane on inland side	Motor lane, east-bound traffic	The dusty, very little-used central motor lane (<i>for right-hand turns only</i>)	Motor lane, west-bound traffic	On-road west-bound cycle lane on seaward side	Mown grass verge adjoining the foreshore reserve
Widths (metres)	<u>14.5</u>	2.4	3.0	2.9	3.1	1.4	1.7
SUGGESTED NEW SAFETY SECTION LAYOUT, WITH CONCRETE BICYCLE ROAD ENTIRELY ON ROAD RESERVATION	TOTAL WIDTH <small>[click below to see PPCC Inc. data]</small>	On-road east-bound cycle lane on inland side	Motor lane, east-bound traffic	Median pedestrian refuge island strip, of same width as in Beach Rd at Seaview Cres, Love St, Edward St & Abbott St	Motor lane, west-bound traffic	On-road west-bound cycle lane on seaward side	2.5 metre-wide concrete two-way bicycle road for recreational users, with 750 mm buffer strips on each side, as has existed for over ten years from west of Cromer Road to Brighton.
Widths (metres)	<u>14.5</u>	1.6	3.0	1.3	3.0	1.6	4.0

The suggested new layout, which would provide room for the standard bicycle road for recreational users that exists from Cromer Road to Brighton, and for an on-road cycle lane on each side of the Safety Section extended to Cromer Road, envisages replacing the existing little-used central motor lane, used for right-hand turns only, with a largely continuous 1.3 metre wide raised median island strip to separate the two motor lanes, and to be a refuge for pedestrians crossing Beach Road.

Vehicles could only enter or leave driveways or streets in this section by heading east, so westbound drivers wishing to enter those would need to drive past and find their way back eastbound, and westbound drivers wishing to leave those would need to drive east and then find their way back.

Such an arrangement limiting right-hand turns in this way is common on Victoria’s many divided roads.