

# POSSIBLE NEW LAYOUT FOR SAFETY SECTION & BICYCLE ROAD ON IT

See 2007 lane widths, and suggested new lane widths, below this photograph of the [Safety Section](#).



Safety Section (*Traffic Control Zone*), opposite 23 Beach Road, Beaumaris, from Wells Road to Cliff Grove, 2007-11-18

<b>2007 SAFETY SECTION LAYOUT PICTURED ABOVE (23 Beach Road)</b>	<b>TOTAL WIDTH</b> Excluding concrete gutter size	<b>On-road east-bound cycle lane on inland side</b>	<b>Motor lane, east-bound traffic</b>	<b>The dusty, very little-used central motor lane (for right-hand turns only - with none being seawards)</b>	<b>Motor lane, west-bound traffic</b>	<b>On-road west-bound cycle lane on seaward side</b>	<b>Mown grass verge, which separates the Crown foreshore reserve (<i>Beaumaris Beach Park</i>) from the Beach Road pavement</b>
<b>Widths (metres)</b>	<b>14.5</b> [cf. PPCC Inc. measurements]	<b>2.4</b>	<b>3.0</b>	<b>2.9</b>	<b>3.1</b>	<b>1.4</b>	<b>1.7</b>

<b>SUGGESTED NEW SAFETY SECTION LAYOUT, WITH CONCRETE BICYCLE ROAD ENTIRELY ON ROAD RESERVATION</b>	<b>TOTAL WIDTH</b> Bitumen width made closer to that west of Cromer Rd, and width excludes gutter size	<b>On-road east-bound cycle lane on inland side</b>	<b>Motor lane, east-bound traffic</b>	<b>Raised median pedestrian refuge island strip, at least as wide as the 1.3 metre width in Beach Rd at Seaview Cres, Love St, Edward St and Abbott St</b>	<b>Motor lane, west-bound traffic</b>	<b>On-road west-bound cycle lane on seaward side</b>	<b>2.5-metre-wide concrete two-way bicycle road for recreational users, with 500 mm buffer strips on each side – ample width for a steel safety barrier along each - to give far greater protection than the ineffectual, wasteful 1.0 metre open space sought</b>
<b>Widths (metres)</b>	<b>14.5</b> [cf. PPCC Inc. measurements]	<b>1.8</b>	<b>3.0</b>	<b>1.4</b>	<b>3.0</b>	<b>1.8</b>	<b>3.5</b>

The suggested new layout would provide room for the standard bicycle road for recreational users that has existed from [Cromer Road](#) to Brighton since 1997, and for an on-road cycle lane on each side of the Safety Section extended to Cromer Road. It envisages replacing the existing little-used central motor lane, used for right-hand turns inland only, with a largely continuous 1.4 metre wide raised median 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. Many locals would adapt by entering Cromer, Wells & Bonanza Rds via Balcombe Rd.

**An arrangement limiting right-hand turns in this way is common on Victoria's many divided roads.**