Prioritised List of bay Trail Safety Hazards

Location/Issue
Sandown Street to Bay Street, Brighton – Path Width/Path Conflict This section of the path is 2.5m wide. The high number of cyclists, pedestrians, dog walkers and parents with prams results in regular conflict between users *Note*: This issue was not identified in the original safety audit but has become relevant due to the popularity of the site for pedestrians and cyclists
Middle Brighton Baths, Brighton – Path Conflict This section of the path is located directly adjacent to Middle Brighton Baths. The high level of pedestrian activity results in people having to cross the Bay Trail shared path against the direction of travel of path users. This can often result in conflict between the different users within the precinct *Note*: This issue was not identified in the original safety audit but has become relevant due to the popularity of the site for pedestrians and cyclists
Bay Road, Sandringham – Path Alignment/Adjacent Clearance An electrical substation building is located on the edge of the path. The path narrows from 2.5m to 2.1m at this location
Rickett's Point (northern car park), Beaumaris – Path Alignment To cross the car park access road the path makes a sharp 90 degree turn. This movement is difficult for the eastbound cyclist. A fence pole is located on the inside of the bend and there is little area for a bicycle to manoeuvre once off the crossing
Hampton Life Saving Club, Hampton – Path width This section of the path width is 2.3m. South of the electrical substation building the path narrows to 2m
Bent Parade, Black Rock – Path Alignment The path splits to avoid a tree at this location. A raised platform is provided for northbound path users. There are small radii curves for the path user to negotiate to transition to/from the platform area
Royal Avenue (near pedestrian operate signals), Sandringham – Path Conflict A fence is present on the west side of the path to control pedestrian access to the adjacent car park. Pedestrians waiting to cross at the POS must wait on the shared path. There is a risk of cyclists colliding with pedestrians at the crossing or getting caught in the fence trying to avoid them
Bridge Street, Hampton – Path Alignment/Adjacent Clearance The path splits 3 times between Bridge Street and Jetty Road. Typically the path width on the split is 1.5m There is a level difference between the northbound path split and the southbound path split. The northbound path splits have trees on the edge of the path. At some trees the path narrows to 1m to avoid the tree. A number of tree trunks and branches overhang the northbound section of path
Dendy Street (north of Gould Street), Brighton – Path width This section of the path is 2m wide
Kinane Street, Brighton: Path width An old tram shelter is located on the edge of the path. The path narrows from 2m to 1.8m at this location
Red Bluff Street, Black Rock – Path Narrowing/Adjacent Clearance The path transitions onto a raised section with a retaining wall on the west side and a pedestrian fence on the east side. The path narrows from 2.5m to 1.8m adjacent to a tree
Rennison Street (south), Beaumaris – Path Width The path width narrows from 2.5m to 2m and is offset 0.3m from the back of kerb. The existing wire mesh fencing also has the potential for handlebars to be caught
Rennison Street, Beaumaris – Path Width On the western side of the path guard rail fencing has been installed to prevent errant cars from falling down the cliff face. The guard rail fence is 0.1m offset from the edge of the path. The path narrows from 2.5m down to 1.8m through this section and is also 0.3m from the back of kerb
Brighton Life Saving Club, Brighton – Path width The path narrows from 2.5m to 2m adjacent to the Brighton Life Saving Club car park. This issue will be addressed as part of the Dendy Street Beach Pavilion Project
Brighton Life Saving Club (car park exit), Brighton – Path width This section of the path is 2m wide. This issue will be addressed as part of the Dendy Street Beach Pavilion Project