



REPORT ON PROPOSAL BY YARRA CITY COUNCIL FOR MILLER STREET MEDIAN CLOSURE AT RAE STREET AND WHITE STREET IN THE FITZROY NORTH AREA

1. PROPOSAL

The Department of Transport received a request from Yarra City Council to consider the trial installation of a kerbed median on Miller Street to prohibit right turns in and out of Rae Street and White Street as part of a Local Area Place Making Plan (LAPM) for Fitzroy North.

The LAPM was adopted in March 2019 and aims to create a more livable area for the community through a placemaking approach. A traffic impact assessment report has been prepared by GTA consultants on behalf of the City of Yarra (Fileit reference 17958977).



Figure 1 Proposed changes to Miller Street at Rae Street and White Street as per GTA Traffic Impact Assessment V171550

2. EXISTING CONDITIONS AND TRAFFIC PATTERNS

Miller Street carries approximately 2,900 vehicles per day and intersects with the two state managed roads -St Georges Road to the east and Nicholson Street to the west. It is generally configured as a two-way, two lane local road with on-street parking and has a carriageway width of approximately 13m. Local area traffic management devices are present in the form of speed cushions and chicanes, reducing the trafficable width to a single lane at some locations.

Bus route 506 operates along Miller Street between Nicholson Street and St Georges Road. In addition, tram routes are present along Nicholson Street and St Georges Road.

- to St Georges Rd; and
- At the intersection of Nicholson Street and Miller Street, nine crashes have been recorded of which five are classified as cross-traffic (DCA 110) and involve road users attempting to travel east-west along Miller Street. A single crash involving a vehicle attempting to enter Nicholson Street from Miller Street (west) has been recorded.

For the full crash history, please refer to Figures 3 and 4 in the Appendix.

The Department of Transport (DoT) understands that both St Georges Road and Nicholson Street, in the vicinity of Millers Street, is often congested during peak periods, which may exacerbate the above safety and operational concerns.

4. IMPACT ON PUBLIC TRANSPORT & EMERGENCY VEHICLES:

Trams along Nicholson Street are likely to be impacted as outlined in the GTA Report due to increased vehicle volumes directed to Nicholson Street.

Buses on route 506 will have increased travel times due to greater demand for turning movements from Miller Street to St Georges Road and Nicholson Street.

It is recommended that Yarra City Council consult emergency services to confirm that the closures will not detrimentally impact operation.

5. CONCLUSIONS:

DoT does not support the trial installation of a kerbed median on Miller Street to prohibit right turns into and out of both Rae Street and White Street due to the potential impact on public transport and safety concerns at the unsignalized intersections of St Georges Road & Miller Street and Nicholson Street & Miller Street.

If you wish to discuss the matter further, Mr Manawa Herath - Senior Movement and Safety Engineer (Tel: 03 9313 1241) would be pleased to assist.

Yours sincerely,



THOMAS ALEMIS
A/TEAM LEADER – MOVEMENT & SAFETY CENTRAL
17 /03/ 2020

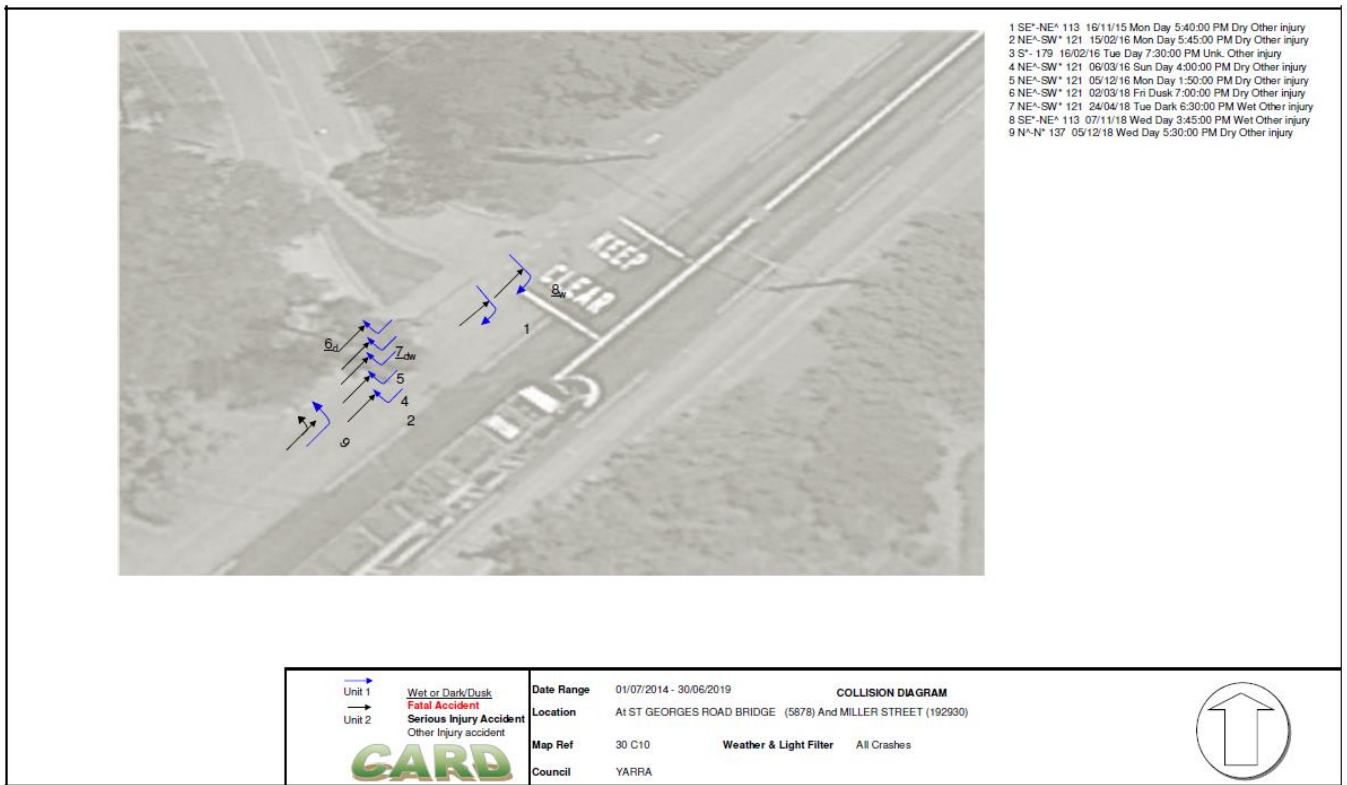


Figure 3 Crash diagram for the intersection of Miller Street and St Georges Road

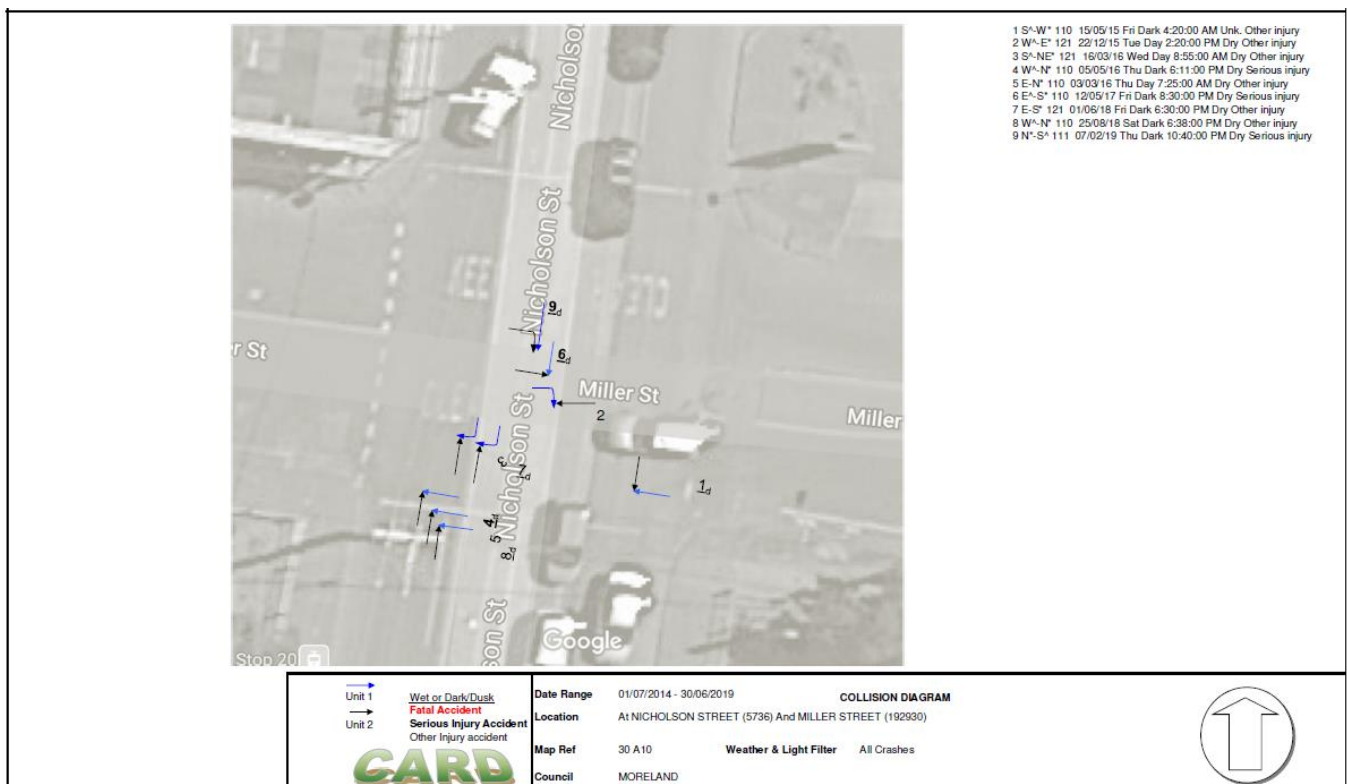


Figure 4 Crash diagram for the intersection of Miller Street and Nicholson Street