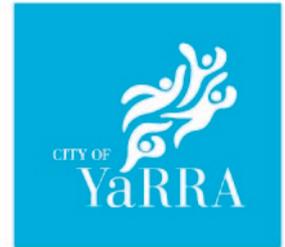


Our reference: 19236



24 NOVEMBER 2023

Property Owner or Occupier
Miller Street
Fitzroy North
VIC 3068

Yarra City Council
ABN 98 394 086 520

PO Box 168
Richmond VIC 3121

03 9205 5555
info@yarracity.vic.gov.au
yarracity.vic.gov.au

Dear Miller Street community

TRAFFIC TREATMENTS, MILLER STREET, FITZROY NORTH

We are writing to present the road safety treatments for Miller Street, Fitzroy North which have been developed following an extensive design process.

Background

The endorsed Local Area Place Making (LAPM) Plan for the LAPM 3 Study in Fitzroy North included a proposal to upgrade the slow points on Miller Street with full width road humps and bike cut throughs, and the expansion of garden beds where possible.

Council provided funds to prepare functional and detailed designs the proposed Miller Street upgrades during the 2022/23 financial year, that could be subsequently costed and considered for delivery in future year budgets.

Through the design process we identified a range of complexities with the existing road infrastructure that has determined what can feasibly be delivered. This includes:

- **Drainage:** our assessment identified the need to consider the potential impact of heavy storm events. This has determined the profile of the road hump to help manage overland stormwater flows.
- **Existing trees:** the narrowing of existing garden beds to accommodate bike cut throughs would have a significant impact on five mature trees along the street. This means that there is not space to accommodate the bicycle cut throughs at the slow points. There is though opportunity to widen the gardens and not impact trees, which will increase landscaping opportunities and tighten the slow points to further decrease speeds.
- **Buses:** there is a need to accommodate bus movements in line with requirements determined by the Department of Transport and Planning (DTP). This has determined the profile of the road humps, noting that buses do not follow a straight path of travel through the slow points.

We have considered in detail whether there are any other design options available. The presented design is the only option that fully meets each of the following key road safety and access principles:

- A consistent and simple design approach along the length of the street to reduce the potential for road user error.
- Effective speed management while accommodating the movement requirements of vehicles that use the street.

- Retaining access to off-street driveways and on-street parking spaces.

Traffic Treatments

Plans showing the treatments are attached to this letter and can also be viewed on the Taking it to the streets – North Fitzroy Your Say Yarra page: yoursayyarra.com.au/improving-northfitzroy

The treatments include:

- The removal of one existing slow point near the Taylor Street intersection to better facilitate the safe movement of waste trucks turning from Taylor Street into Miller Street.
- Full width road humps at the remaining nine slow points. The Give Way restrictions will remain in the existing configuration. Cyclists will be required to adhere to the Give Way restrictions.
- Extended garden beds to accommodate additional planting areas.
- A new raised centre median island to better manage vehicle movements between Rae Street and White Street.
- The relocation of one on-street parking space (refer to Page 3 of the attached plans) to the east (refer to Page 5 of the attached plans). This parking space needs to be relocated so we can upgrade the slow point and retain vehicle access into the adjacent driveway. The parking space and will be replaced with an extended garden bed.

Next Steps

We are completing the detailed design so that it can be costed before the end of the calendar year to meet the deadline to be put forward for consideration for the 2024/25 Council budget.

There will be an opportunity for residents to provide feedback on the draft budget. Consultation on the budget usually occurs in April each year.

If you need further information or have any questions, please contact us via (03) 9205 5555 or info@yarracity.vic.gov.au

Yours sincerely,



Danny Millican

Senior Coordinator Traffic Engineering
Infrastructure, Traffic and Civil Engineering

cc. Nicholls Ward Councillors

*Encl. Frequently Asked Questions
Miller Street Traffic Treatment Plans*

FREQUENTLY ASKED QUESTIONS

There has been a high level of interest in the proposed traffic treatments for Miller Street and we have received many questions from the community about the project.

We have provided some answers to the more frequently asked questions below to provide further background.

Why has it taken so long to deliver the Miller Street traffic treatments?

We undertake Local Area Place Making (LAPM) studies to identify a range of treatments to improve road safety and accessibility for precincts and suburbs across Yarra.

Once a LAPM study has been completed we deliver the projects using a staged approach over multiple years. This ensures that we are delivering important and high demand projects to improve road safety and accessibility throughout Yarra.

The staged approach also allows us to undertake the further traffic assessments and stakeholder engagement required to receive approvals from the State Government to deliver treatments. This included exploring a range of access restrictions in Fitzroy North, including the PM peak right turn ban from Miller Street into St Georges Road which was implemented in 2021.

Why this type of road hump?

We have designed the road humps so that buses can negotiate the slow points, exit in a straight direction as possible, and be able to manoeuvre towards nearby bus stops.

It is noted that different types of road humps are used on different bus routes. However, in this situation we need to design for existing conditions where buses are manoeuvring through traffic management treatments that are also horizontally deflecting the flow of traffic to manage vehicle speeds.

Flat Top road humps are recognised as an appropriate traffic management treatment in both the Australian Standards and Austroads Guide to Traffic Management to assist with calming vehicle speeds.

We are also proposing to narrow the slow points which will further assist in calming vehicle speeds.

Can Miller Street be closed to through traffic?

We will not be considering any form of road closure on Miller Street. A road closure on Miller Street will not be supported by the Department of Transport due to impacts the closure will be on St Georges Road and Nicholson Street.

How much will the project cost and why would it cost that much?

We won't know how much the project will cost until we finalise the design and have it costed by a contractor.

The cost of the project will reflect that 10 individual treatments have been proposed which will require excavation, materials, labour, and traffic management.