PRINCES HILL PRECINCT No. 1
LOCAL AREA TRAFFIC MANAGEMENT STUDY

CORE TRAFFIC ELEMENTS

ITEM	LOCATION	DESCRIPTION
A	Pigdon Street / Lygon Street	Install additional linemarking along western approach to intersection to better delineate lane separation.
B	Macpherson Street	Install additional 40km/h signage, painted '40' pavement markings, utilise Council's speed trailer (available early 2016) and request VicPol enforcement of speed limit. Council to investigate installing an innovative solution such as painted T-deviations at intersections with Arnold Street, Wilson Street and McIlwraith Street with no loss of parking or another feature along Macpherson Street for a 12 month trial..
C	Arnold Street / Paterson Street	Install raised zebra crossing across the west approach of the intersection. Modify intersection arrangement to improve one-way operation by removing right turn from Paterson Street (east) into Arnold Street (north).
D	Princes Hill Secondary College	Shared zone adjacent to the school to create a low speed environment, removal of some on-street parking on Richardson Street between Arnold Street and Laneway to create more bicycle parking, investigate opportunties for cycle parking / landscaping on Paterson Street, to be further developed and consulted as part of the Princes Hill Secondary College Master Plan.
E	Garton Street at Paterson Street	Install raised zebra crossing across south approach of Garton Street and Paterson Street intersection and remove nearby road hump.
F	Garton Street at Richardson Street	Install raised zebra crossing on Garton Street north of Richardson Street and remove nearby existing road hump.
G	Pigdon Street	Council officers to relocate existing signage to prevent motorists from utilising central median to bypass road humps.
H	Pigdon Street / McIlwraith Street	Install central median island at intersection of Pigdon Street and McIlwraith Street to constrain road width and improve intersection control.
I	Pigdon Street at Arnold Street	Install raised zebra crossings at existing zebra crossing West of Arnold Street on Pigdon Street to improve crossing visibility and slow speeds. Relocate nearby road humps to Pigdon Street / Garton Street to improve spacing.
J	Pigdon Street	Raise existing school crossing to improve visibility and reduce vehicle speeds. Relocate nearby road hump (north side) to McIlwraith Street / Pigdon Street intersection to improve spacing.
K	Richardson Street	Install centre road street vegetation with bluestone kerbing surrounds to narrow traffic lane and reduce speed, subject to consultation with CWW.
L	McIlwraith Street	Rearrange centre road parking adjacent to primary school from parallel to 60 degree angle parking creating additional parking and landscaping opportunties. Replace existing bike lane with sharrows.
M	Paterson Street	Install bluestone kerbing around existing trees to narrow traffic lane and reduce speed. (Note: Also stops existing trees getting waterlogged)
N	Arnold Street	Install painted sharrows to encourage cyclists to 'claim' the lane and improve bicycle safety. Install median bike lane at intersection with Pigdon Street and on each Arnold Street approach.
O	Intersections of Wilson Street and McIlwraith Street with Richardson Street and Paterson Street	Install kerb extensions across the southern side of Paterson Street and the northern side of Richardson Street at Wilson Street and McIlwraith Street. Install central median islands in intersections to constrain roadway and better control traffic movements.
P	Park Street, west of McIlwraith Street	Install zebra crossing over existing road hump to the west of McIlwraith Street to provide safe pedestrian access to north side of Park Street. Trim shrubs to improve visibility of pedestrians.
Q	Arnold Street / Solly Avenue	Create direct connection to the Capital City Trail for pedestrians and cyclists (subject to approval from Open Space)

OTHER ITEMS

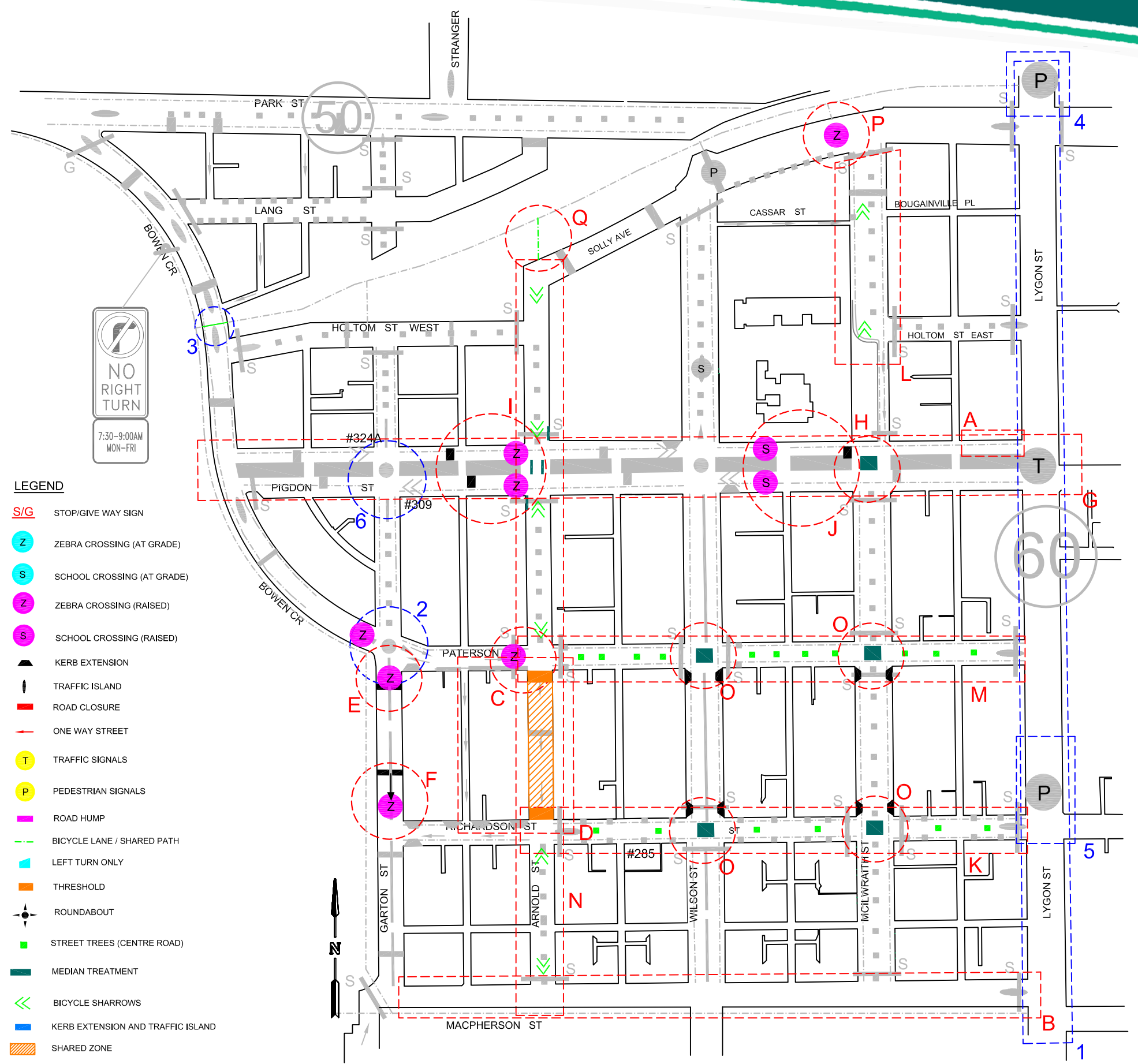|		
1	Lygon Street	Council to apply to VicRoads to reduce the speed limit along Lygon Street in the vicinity of the study area to 50km/h.
2	Bowen Crescent / Garton Street	Council have received for funding through the Blackspot Program for a raised crossing along the western approach to improve bicycle safety. Implementation scheduled for 2015/16
3	Bowen Crescent / Capital City Trail	Melbourne City Council and Yarra City Council have completed a detailed design for a Priority Crossing across Bowen Crescent at the Capital City Trail. Construction is scheduled for early 2016.
4	Lygon Street / Capital City Trail	Council to consult with Moreland City Council to improve crossing safety at this location.
5	Lygon Street / Richardson Street Tram Stop	Consult with Yarra Trams regarding safety improvements for tram stop
6	Pigdon Street / Garton Street	Council have applied for funding through the Blackspot Program for kerb extensions along the eastern and western approaches to improve bicycle safety. If successful, implementation is scheduled for 2016/17.

FIGURE 56: RECOMMENDED TRAFFIC MANAGEMENT PLAN

LEGEND

- S/G — STOP/GIVE WAY SIGN
- Z — ZEBRA CROSSING (AT GRADE)
- S — SCHOOL CROSSING (AT GRADE)
- Z — ZEBRA CROSSING (RAISED)
- S — SCHOOL CROSSING (RAISED)
- KERB EXTENSION
- TRAFFIC ISLAND
- ROAD CLOSURE
- ONE WAY STREET
- T — TRAFFIC SIGNALS
- P — PEDESTRIAN SIGNALS
- ROAD HUMP
- BICYCLE LANE / SHARED PATH
- LEFT TURN ONLY
- THRESHOLD
- ROUNDABOUT
- STREET TREES (CENTRE ROAD)
- MEDIAN TREATMENT
- BICYCLE SHARROWS
- KERB EXTENSION AND TRAFFIC ISLAND
- SHARED ZONE

NO RIGHT TURN 7:30–9:00AM MON–FRI