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# Wellington Street Traffic Calming Report

**Supplement: Gold Street / Sackville Street**  
**4/5/26**

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300306123 - SUPPLEMENT: GOLD STREET / SACKVILLE STREET

# Overview of Supplement

This supplement document provides additional information relevant to the Wellington Street Calming Final Report, which was submitted to the City of Yarra on Wednesday the 4<sup>th</sup> of March 2026.

This supplement provides a new concept for a traffic calming treatment at the Gold Street / Sackville Street intersection in order to address concerns of through traffic using Gold Street in the Stage 3/South area of Council's Wellington Street project.

The following pages present through traffic routes of concern relevant to the new concept, an indicative outline of the new treatment at Gold Street / Sackville Street, and potential through routes to consider as a result of the proposed new treatment.



**Gold Street/Sackville Street intersection  
Collingwood, City of Yarra**



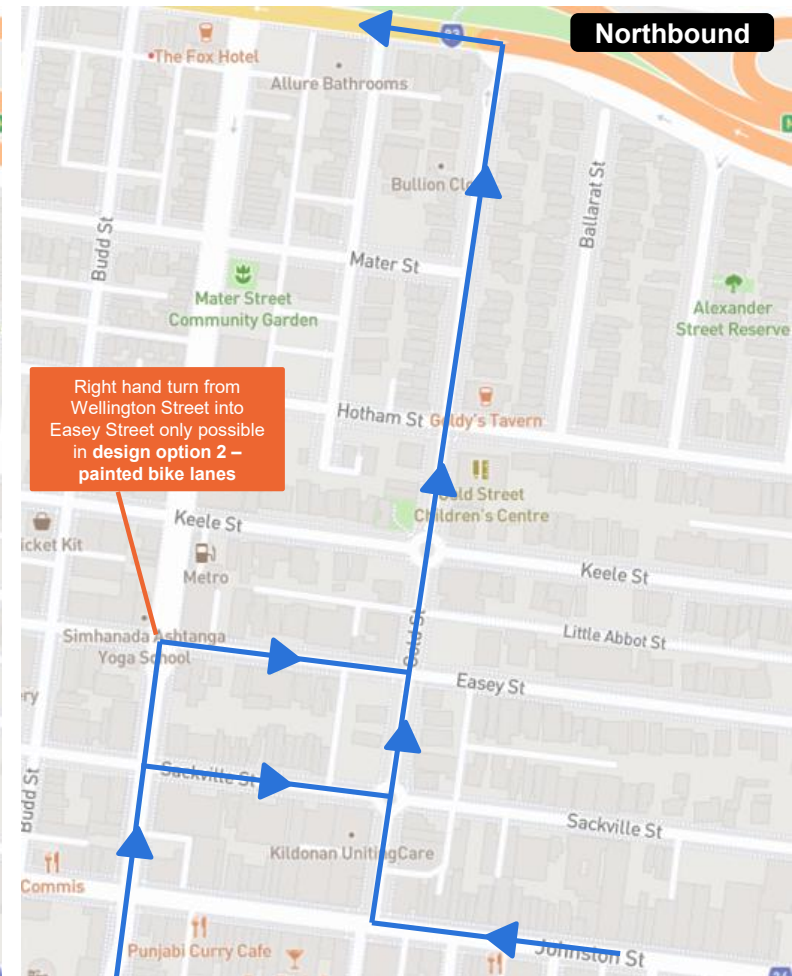
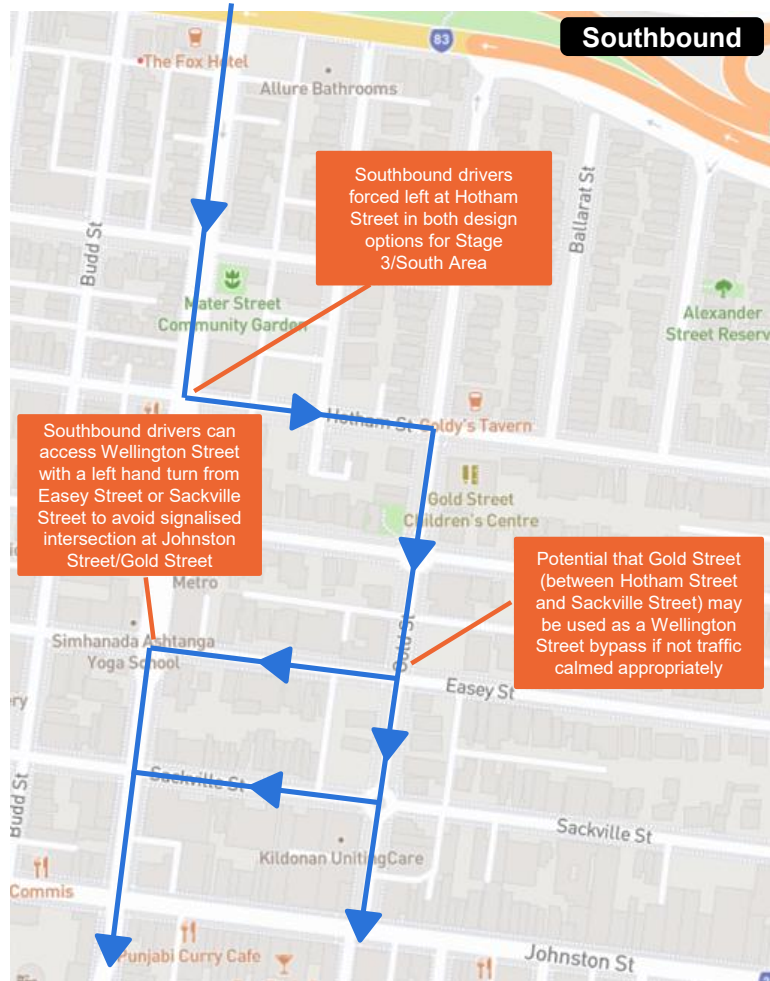
# Stage 3/South Area: Through Traffic Routes of Concern

300306123 - SUPPLEMENT: GOLD STREET / SACKVILLE STREET

The maps presented on this page show potential through traffic routes within the Stage 3/South Area as a result of the proposed changes to Wellington Street, informed by traffic modelling and our analysis of the project area.

Gold Street is a clear area of concern, with both southbound and northbound movements possible.

The following page presents a possible roundabout design at Gold Street / Sackville Street that would reduce the appeal of Gold Street as a through route.

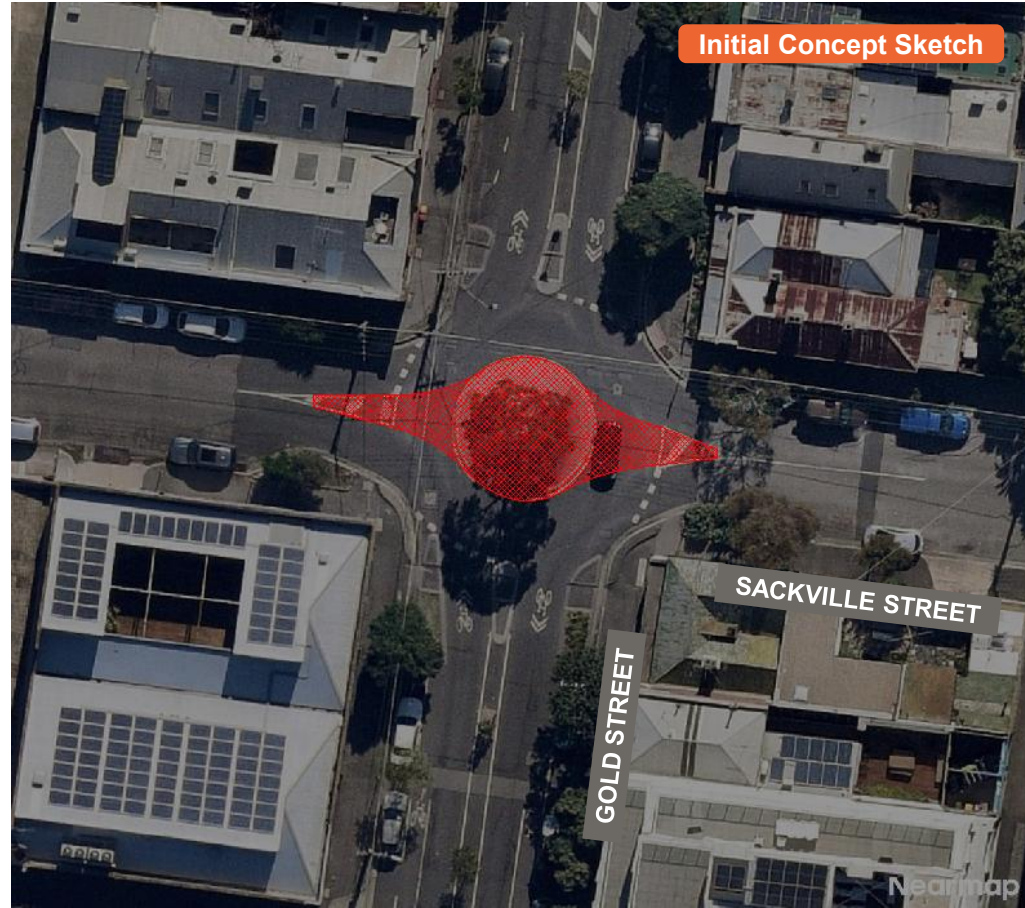




# Gold Street / Sackville Street Roundabout Concept

At the Gold Street / Sackville Street intersection, there is a possibility to implement a similar roundabout design to the one at the Drummond Street/Fenwick Street intersection (see image below). This design (see image at right) significantly reduces the appeal of Gold Street to through traffic without impacting local resident access to properties. By making it difficult for potential through traffic on Gold Street to pass through this intersection, the projected traffic distribution to Gold Street indicated by the strategic modelling is unlikely to occur. Residents would retain access by navigating the proposed roundabout with u-turns where required, adding a short delay but overall minor inconvenience.

An important consideration for this proposed design is the potential for it to increase traffic volumes on Wellington Street between Easey Street and Sackville Street. These routes are shown on the following two pages. This concern can be addressed by adding traffic calming measures on Easey Street and Sackville Street, such as an angled slow point treatment (see image below). This treatment would likely reduce the appeal of the through route via Wellington Street between Easey Street and Sackville Street.



Drummond Street/Fenwick Street intersection  
Carlton North, City of Yarra



Angled slow point example  
Alexandria, Sydney

Source:  
<https://www.movementandplace.nsw.gov.au/standards/design-solutions/slow-points>



# Potential Through Routes to Consider – Northbound





# Potential Through Routes to Consider – Southbound

