

Wellington Street Traffic Calming Options Report

Final Version

4/3/26





Project Overview

Wellington Street is a north-south strategic cycling corridor in the City of Yarra running from Victoria Parade to Queens Parade. Yarra has an ongoing project to upgrade Wellington Street named “Building a Safer Wellington Street”. The corridor is divided into four stages:

1. Victoria Parade to Gipps Street, Collingwood
2. Gipps Street to Johnston Street, Collingwood
3. Johnston Street to Alexandra Parade, Collingwood
4. Alexandra Parade to Queens Parade, Clifton Hill

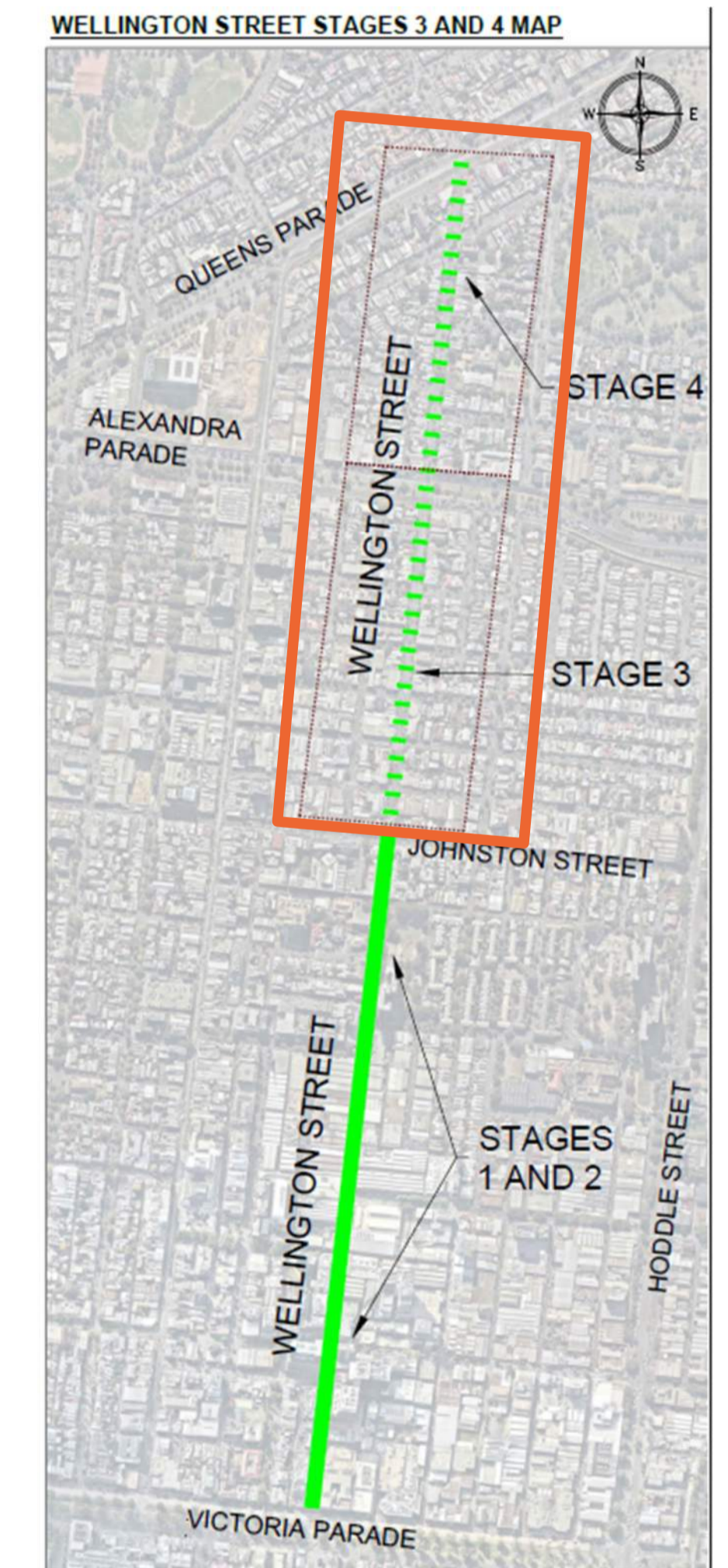
Council has implemented Stages 1 and 2 between Victoria Parade and Johnston Street and is currently planning the two remaining stages (Stages 3 and 4), between Johnston Street and Queens Parade.

Council has proposed two design options to the community for Stage 3 (also referred to as the “south area”) and Stage 4 (also referred to as the “north area”), presented in the table to the right.

Stage	Option 1	Option 2
Stage 3 (Johnston Street to Alexandra Parade) – “South Area”	“Bicycle street” with modal filters Converts Wellington Street into a Bicycle Street, making the street mixed use, with cyclists and motorists sharing the main traffic lanes. Speeds would be lowered and to calm traffic, vehicles would be diverted off the street through road treatments.	Painted bicycle lanes Unidirectional painted bike lanes on both sides of the street with a full modal filter at Keele Street intersection.
Stage 4 (Alexandra Parade to Queens Parade) – “North Area”		Protected bicycle lanes Unidirectional protected bike lanes on both sides of the street with redesign of the Alexandra Parade intersection layout to divert through traffic away from Wellington Street.

Stantec has been engaged to assess possible impacts of the proposed design options for Stages 3 and 4 of the Wellington Street project. The assessment will involve potential traffic displacement and redistribution from the proposed changes to Wellington Street, leading to consideration of appropriate traffic calming measures that could be implemented to discourage through traffic while maintaining local access to the area.

The assessment will be informed by previous work on this project completed by Council and other consultants.





Existing Conditions

The project team conducted a site visit to evaluate the existing conditions, with a focus on the Gold Street corridor.

High volumes of pedestrians were observed along Gold Street, especially at the intersection with Hotham Street, where people were gathered outside Goldy's Tavern. Other destinations along the street included McNamara Reserve at the corner of Keele Street, and the Gold Street Milk Bar at the corner of Hotham Street.

To the north of Alexandra Parade, less motor vehicle traffic was observed, and more people were seen riding bikes.

There are existing traffic calming measures throughout the area and along Gold Street, with examples of these included in the photos to the right.



Gold Street / Keele Street: kerb islands and a raised crossing on the northern leg



Gold Street / Hotham Street: linemarking used to visually narrow intersection



Gold Street / Mater Street: linemarking used to visually narrow intersection



Gold Street / Noone Street: kerb islands create slight chicane at intersection



Gold Street / Page Street: Page Street narrowed with kerb buildouts



Gold Street midblock at Darling Gardens: speed humps and central islands



Proposed Changes to Movements: South Area

Traffic Circulation Impacts

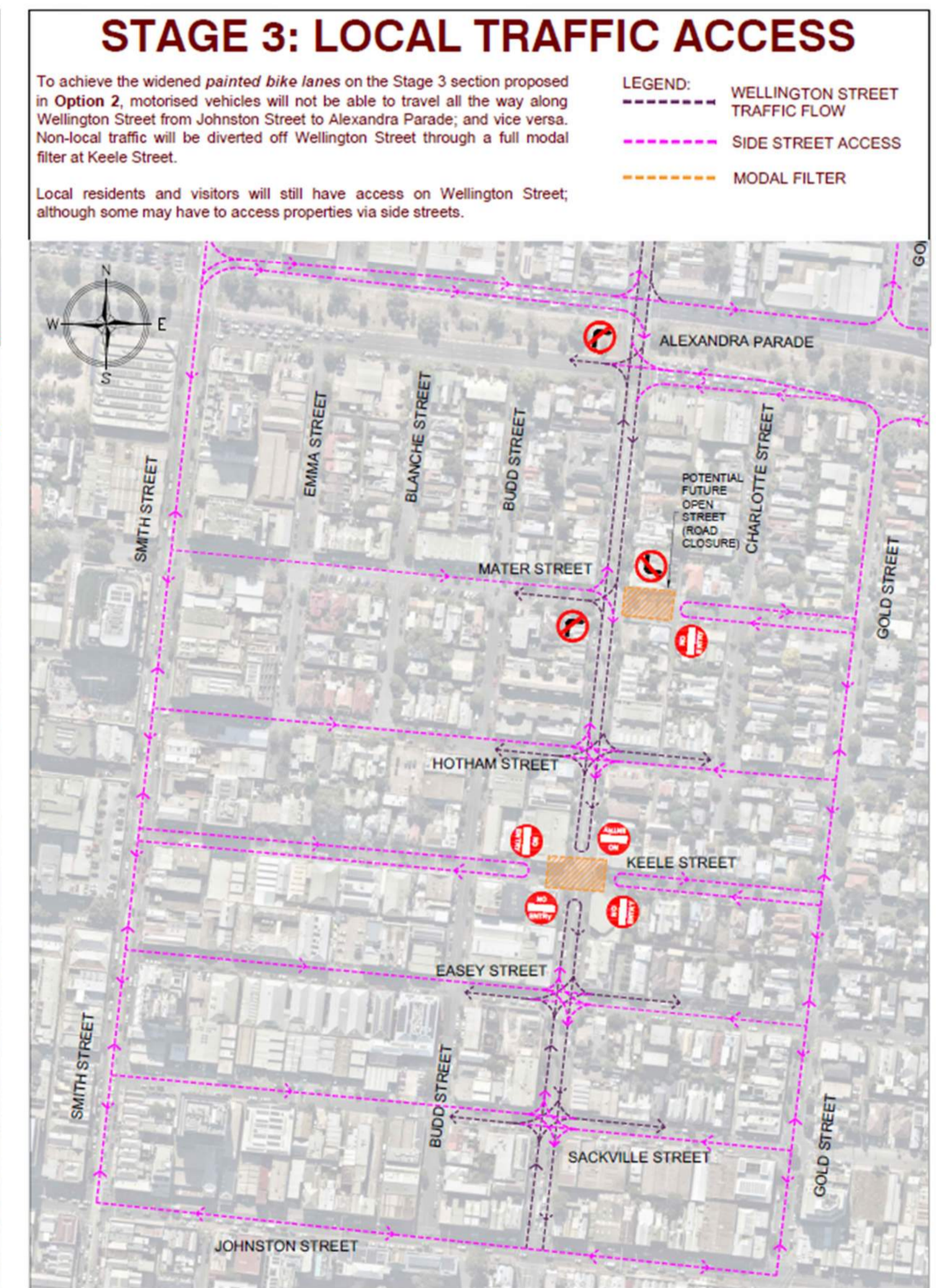
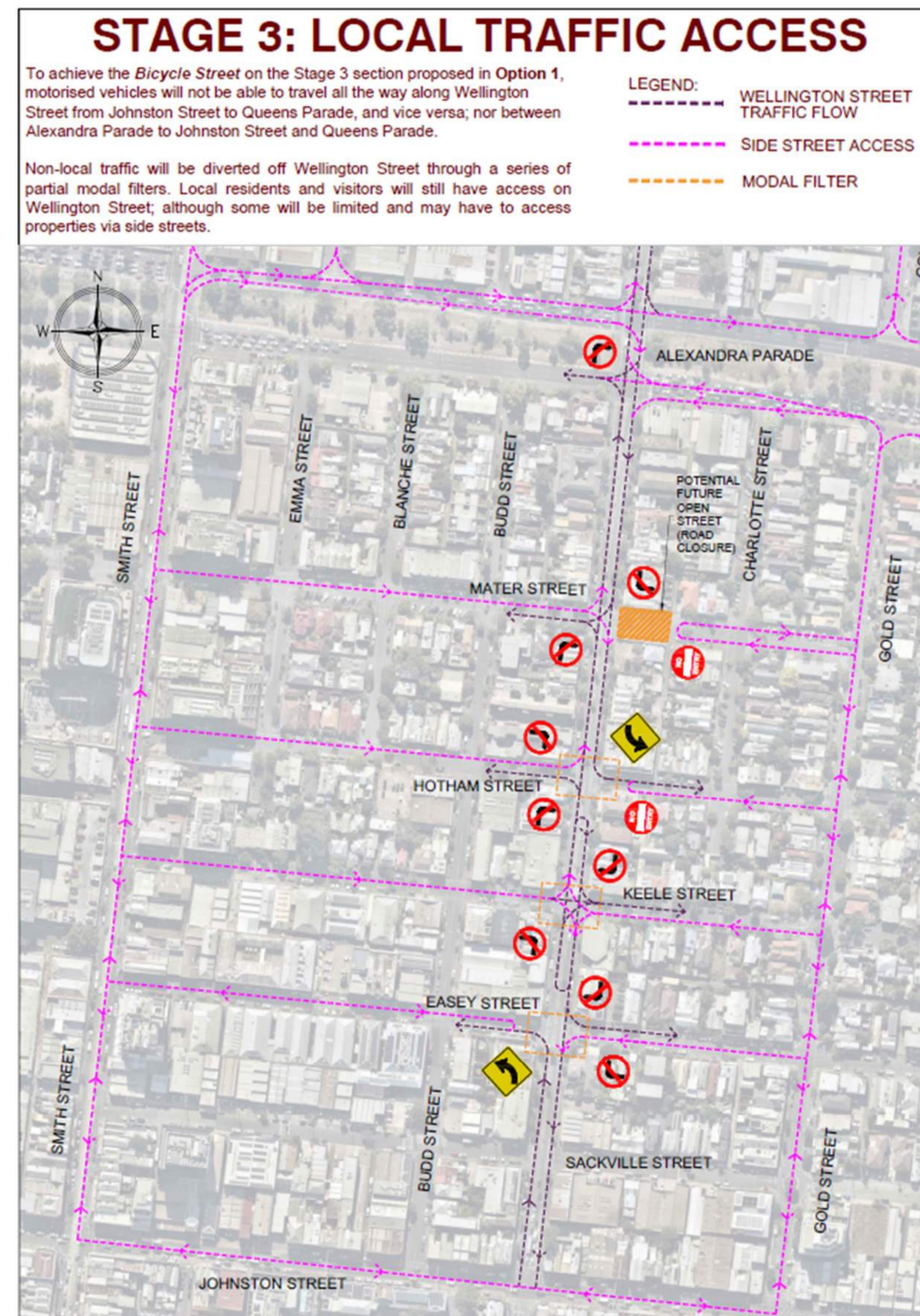
Both options for Stage 3 include the proposed Roads to Park project at Mater Street, which includes a street closure / full modal filter between Wellington Street and Gold Street.

For Stage 3, Option 1 proposes several partial modal filters at Hotham Street, Keele Street and Easey Street whereas Option 2 proposes one full modal filter at Keele Street.

As shown in the images to the right, in both options, both northbound and southbound traffic movements along Gold Street are unrestricted.

The configuration of Alexandra Parade, and the Mater Street closure, prevents Gold Street being used as a southbound through route for trips originating north. However, the inverse movement northbound is unrestricted from Johnston Street.

With Wellington Street no longer offering the same convenience for northbound travel, those trips will naturally fall onto Gold Street instead.





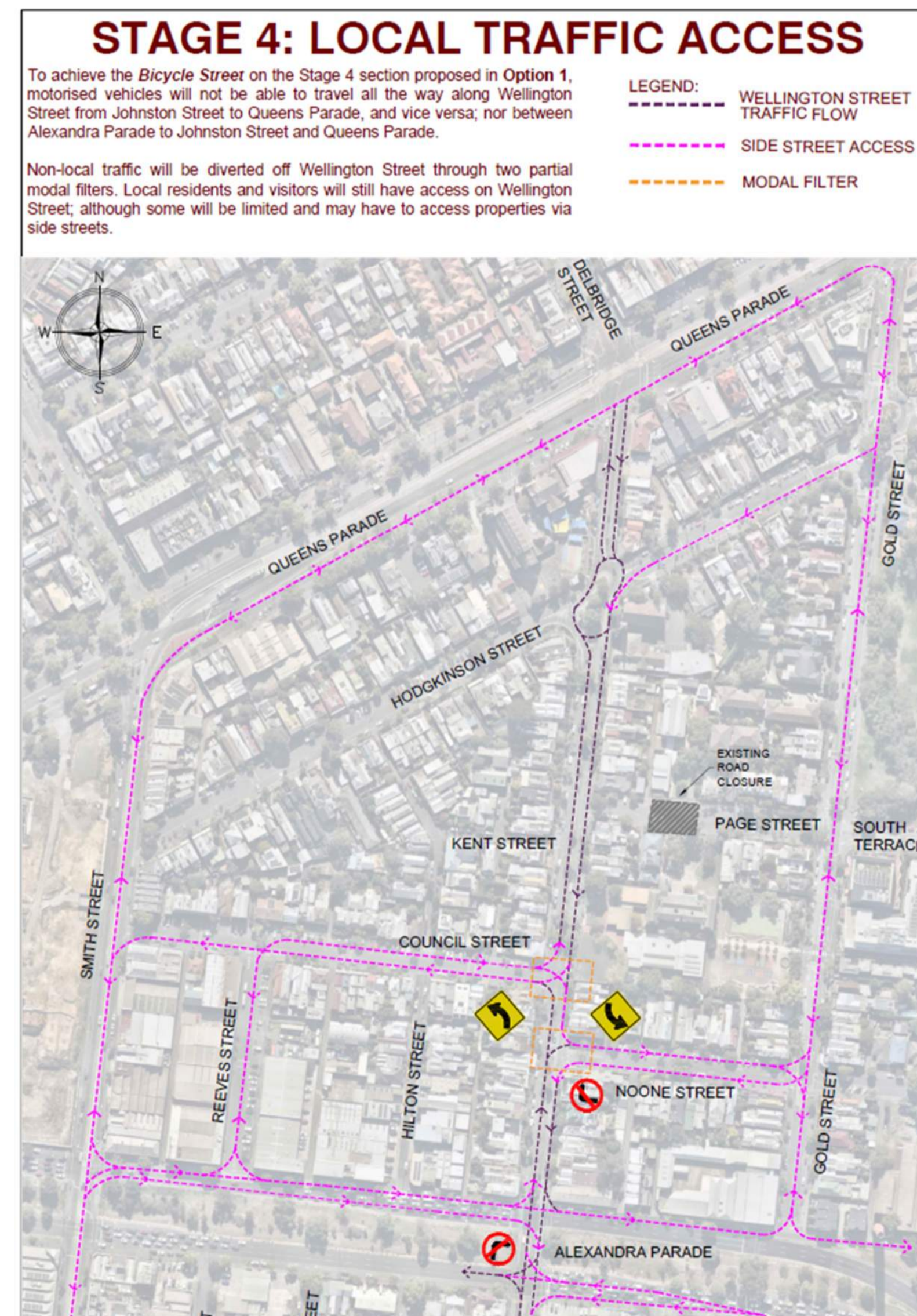
Proposed Changes to Movements: North Area

Traffic Circulation Impacts

For Stage 4, Option 1 proposes two partial modal filters at Noone Street and Council Street.

As shown in the image to the right, both northbound and southbound traffic movements along Gold Street are unrestricted. The configuration of Alexandra Parade prevents the use of Gold Street as a northbound through route for trips originating south of Alexandra Parade. However, movements through the Stage 4 area along Gold Street are possible between Alexandra Parade and Queens Parade. This street network design may cause through movements previously made along Wellington Street to shift onto Gold Street.

Option 2 proposes protected bike lanes along this section of Wellington Street without any movement restrictions for motor vehicle traffic along Wellington Street or on surrounding streets. Therefore, there are no changes to traffic movements in this part of the study area with this option.





Summary of Previous Work

Traffic Analysis

A preliminary assessment of the potential traffic redistribution from Wellington Street was conducted by GHD¹. Four scenarios were tested, along with existing conditions.

Scenario	Stage 3/South Area	Stage 4/North Area
1	Option 1: Bicycle Street	Option 1: Bicycle Street
2	Option 2: Painted bike lanes	Option 2: Protected bike lanes
3	Option 1: Bicycle Street	Option 2: Protected bike lanes
4	Option 2: Painted bike lanes	Option 1: Bicycle Street

In all four scenarios, traffic volumes on Wellington Street decrease, with Scenario 1 predicted to have the biggest reduction in through traffic.

Generally, the modelling indicates that traffic will be redistributed to Smith Street and DTP managed roads including Hoddle Street, Johnston Street, and Nicholson Street, which is a desired outcome of this project. However, modelling also indicated that there may be some diversion of traffic to Gold Street in the south area (between Alexandra Parade and Johnston Street), which is a local road with residential and community land uses. See table above right for details of what the modelling indicated for changes to Gold Street traffic volume.

This report will set out ways to prevent or mitigate the impact to Gold Street.

Scenario	Gold Street (South Area) Northbound	Gold Street (South Area) Southbound
1	+ 500 vehicles per day	+ 400 vehicles per day
2	No change to traffic volume	No change to traffic volume
3	+ 200 vehicles per day	+ 300 vehicles per day
4	+ 300 vehicles per day	+ 100 vehicles per day

Community Engagement

Community engagement was conducted in 2025 on the concept options for Wellington Street. The project was promoted through several channels, including social media, newsletters and advertising. 1,684 people completed the survey including those via the online portal and handwritten surveys.

Across all engagement methods, the main themes identified were:

- Support for safety: Many residents on and around Wellington Street wanted to ensure the safety of residents and children was prioritised.
- Impact and access to side streets: Concerns were raised regarding existing rat running and increased traffic on side streets.

This report will set out ways to address existing rat running and ensure there are minimal increases to traffic on streets around Wellington Street.

1. GHD (2025). Wellington Street Corridor Upgrade: Traffic Analysis Report



Our Understanding of the Project

The objective of the City of Yarra project, “Building a Safer Wellington Street”, is to create a safer road environment for people riding on Wellington Street by reducing through traffic. Ideally, through traffic should be travelling on major roads rather than local roads. The relevant major roads within the project study area are:

- Smith Street
- Hoddle Street/Punt Road
- Queens Parade/Heidelberg Road
- Alexandra Parade
- Johnston Street.

Strategic traffic modelling conducted for this project indicates that traffic volumes are projected to decrease on Wellington Street and generally be redistributed to Smith Street and Hoddle Street. Specifically for Scenarios 1, 3 and 4, some through traffic is projected to be redistributed to Gold Street in the Stage 3/South area.

Community engagement feedback showed concerns about rat running and an associated increase in traffic on the street network around Wellington Street. Specifically, some members of the community raised concerns about safety impacts of diverting through traffic to Gold Street.

Community raised concerns about the increased safety risk to children and local residents of Gold Street, highlighting community destinations such as the Gold Street Children’s Centre and McNamara Reserve in the Stage 3/South area and Clifton Hill Primary School and Brotherhood of St. Laurence Aged Care facility in the Stage 4/North area.

We agree that Gold Street in the Stage 3/South area is a primary concern for this project, specifically due to the potential for southbound drivers to access Johnston Street via Wellington Street, Hotham Street, and Gold Street.

For scenarios 1 and 4 (Bicycle Street in Stage 4/North area), there is concern that some through traffic will use Gold Street in the Stage 4/North area to access Queens Parade and Alexandra Parade via Gold Street, Noone Street, and Wellington Street. Some traffic may travel via South Terrace, Gold Street, Noone Street and Wellington Street.

Another factor to consider is that the proposed changes to Wellington Street are likely to contribute to traffic evaporation. Traffic evaporation refers to “the reduction in traffic flows which is often observed following a reduction in road space capacity. The existence of this phenomenon means that the impacts of road space reduction on traffic congestion are less severe than predicted by traffic models which assume traffic levels to be inelastic. Traffic evaporation can be thought of as the opposite of induced traffic”¹. Should the road network be designed in a way that discourages through traffic in the project area, traffic may evaporate rather than redistribute.

1. Nello-Deakin, S. (2022). Exploring traffic evaporation: Findings from tactical urbanism interventions in Barcelona. *Case studies on transport policy*, 10(4), 2430-2442.



Traffic Calming Recommendations Overview

We understand that Council is seeking to identify feasible treatment options to prevent through traffic from using local streets around Wellington Street. Where through traffic cannot be completely prevented, the aim is to minimise the amount of through traffic and implement sufficient traffic calming measures to ensure these streets remain safe and quiet.

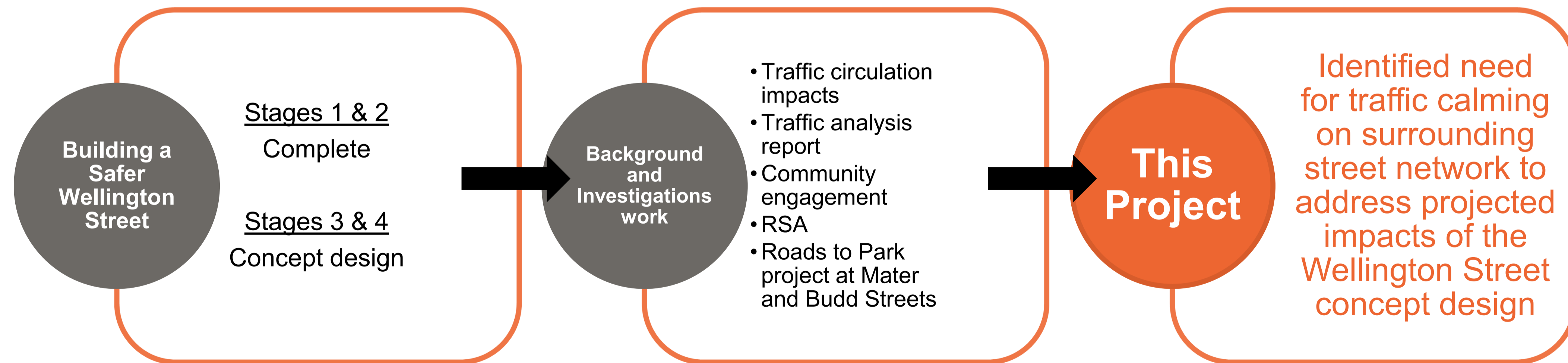
Council has indicated a preference for light-touch, quick-to-install traffic calming measures that minimise disruption to the area while providing effective, low-cost treatments.

Based on previous work, community engagement, and our own site analysis, our understanding is that the primary objective of this traffic calming approach is to

ensure a safe street environment for all users on surrounding residential streets. We have identified Gold Street as the most important surrounding street to focus on for the traffic calming approach.

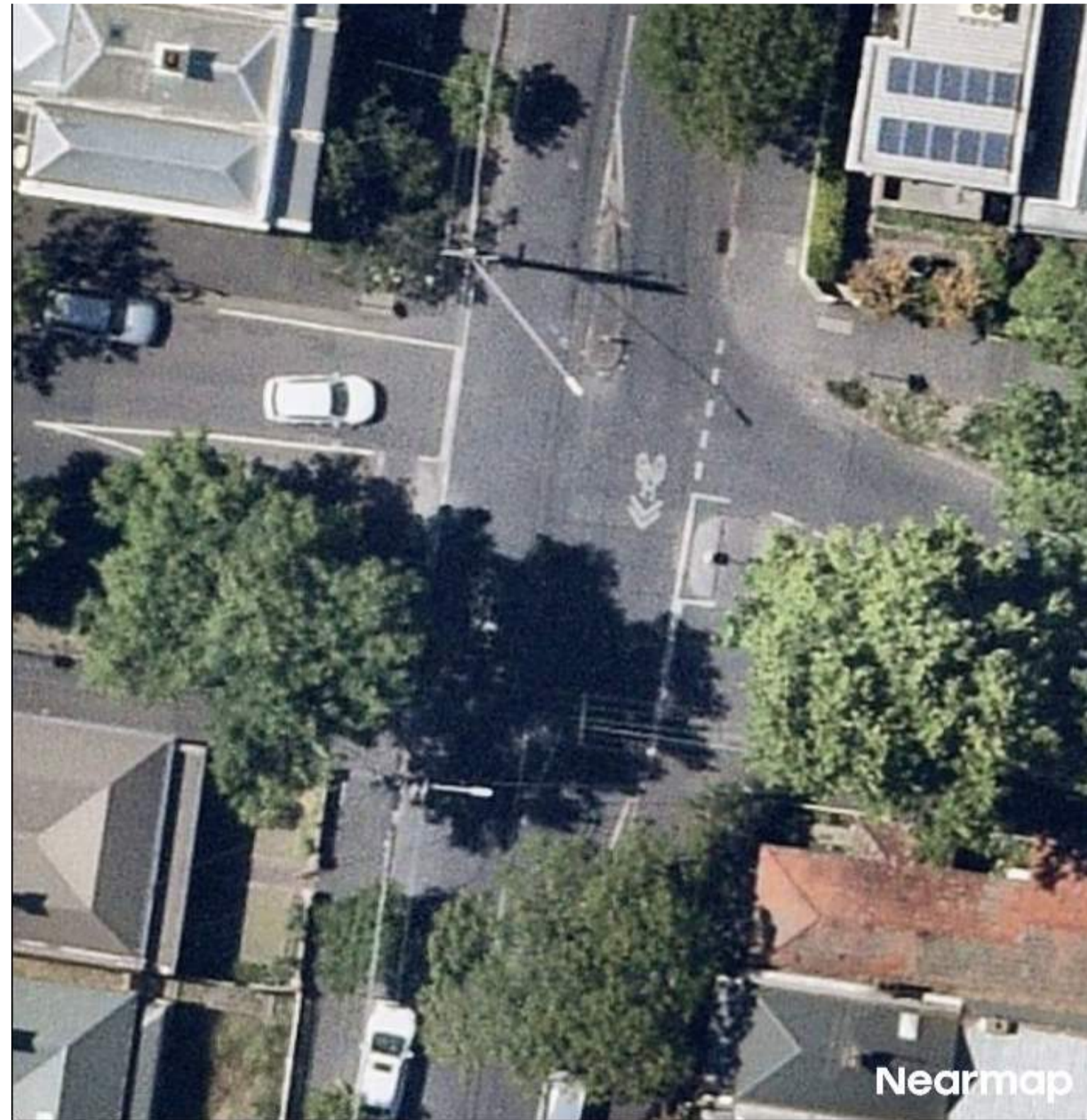
Several existing traffic calming treatments in the surrounding area offer useful precedents for this project, such as slow points, speed humps/cushions, and raised crossings.

The following pages present possible treatment options for the project area, with a focus on Gold Street and its feeder streets.





Existing Traffic Calming Treatments in Yarra



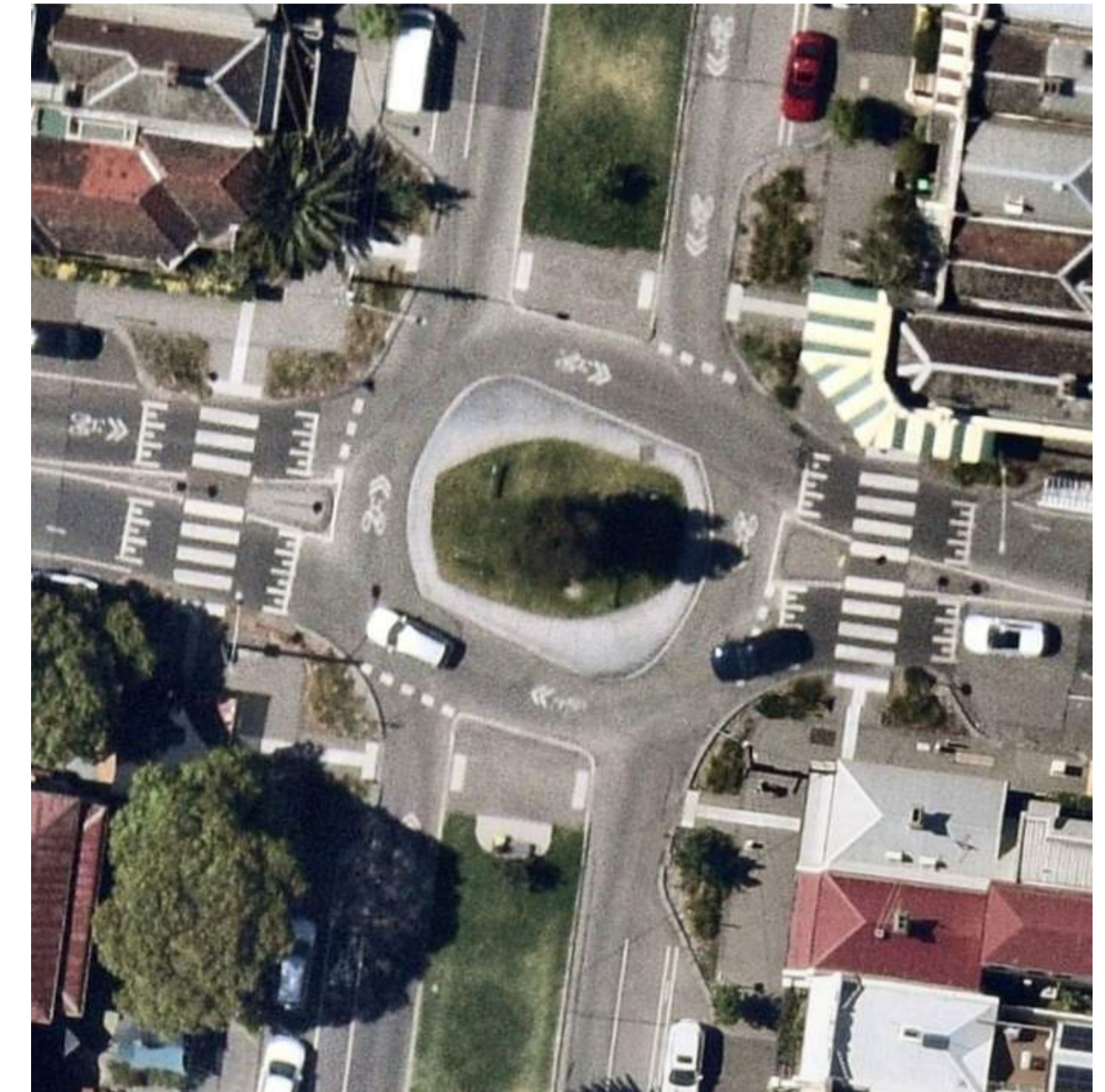
Inverted stop lines at Rae Street / Barkly Street, Fitzroy North

- Reorientation of stop lines to prioritise bicycle route (completed in Q1 2023)
- Reduces appeal of Barkly Street as an east-west through route



Raised platforms on all legs of roundabout at Kent Street / Gardner Street, Richmond

- Speed humps reduce motor vehicle speeds on approach to roundabout
- Creates a slow speed intersection that allows for easier crossing



Raised zebra crossings at Richardson Street / Canning Street, Carlton North

- Raised zebra crossings on east and west legs of intersection make crossings safer
- Kerb buildouts and high deflection roundabout reduce motor vehicle speeds



Existing Traffic Calming Treatments in Yarra



Raised thresholds at Drummond Street / MacPherson Street, Carlton North

- Raised thresholds reduce motor vehicle speed at intersection
- Space in median to facilitate bike crossing movement



Slow points with bike bypasses on Miller Street, Fitzroy North

- Narrow slow points calm motor vehicle traffic without affecting cycling movements
- Speed humps designed to be comfortable for bike riders



Slow points with landscaping and tree canopy on Noone Street, Clifton Hill

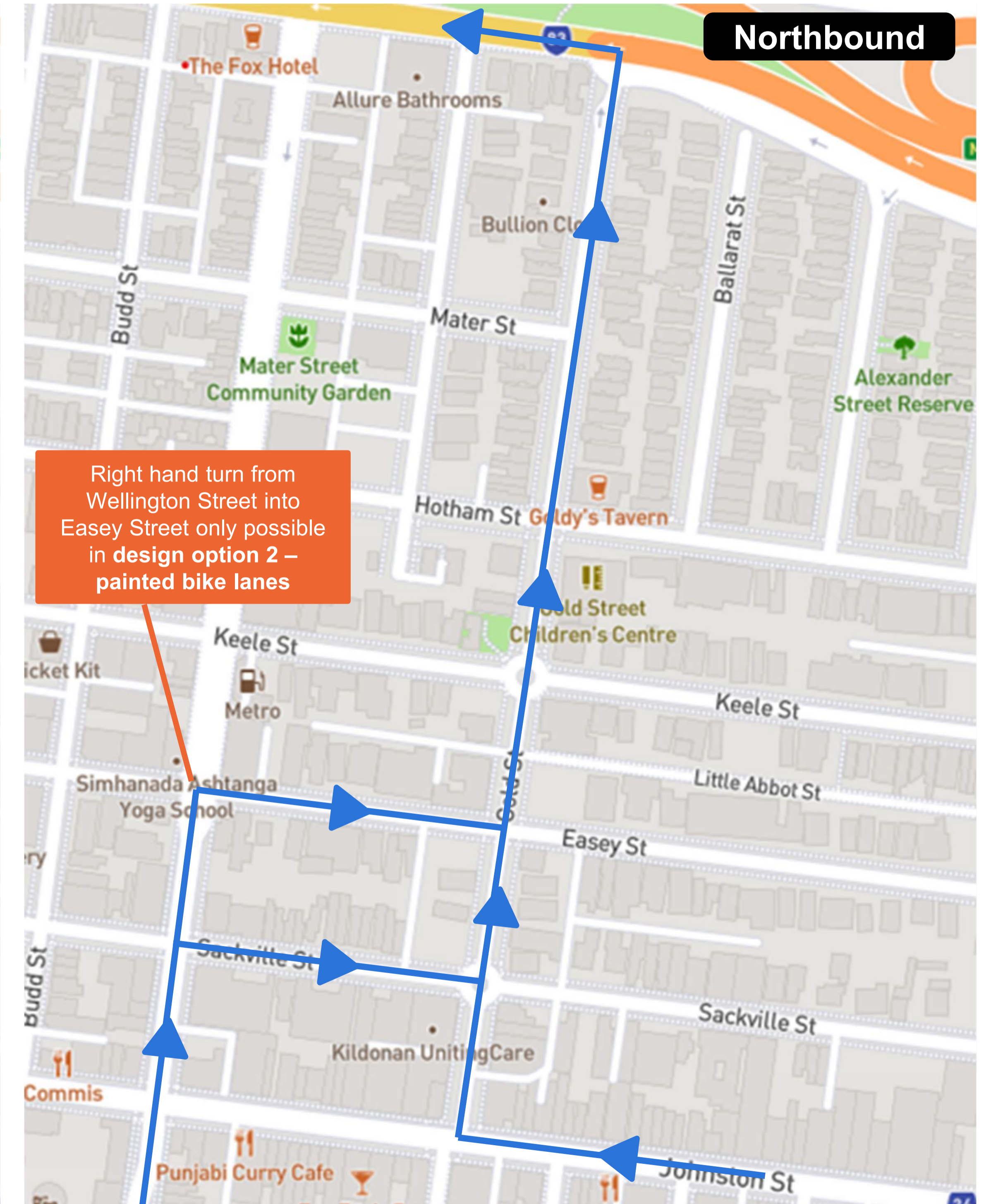
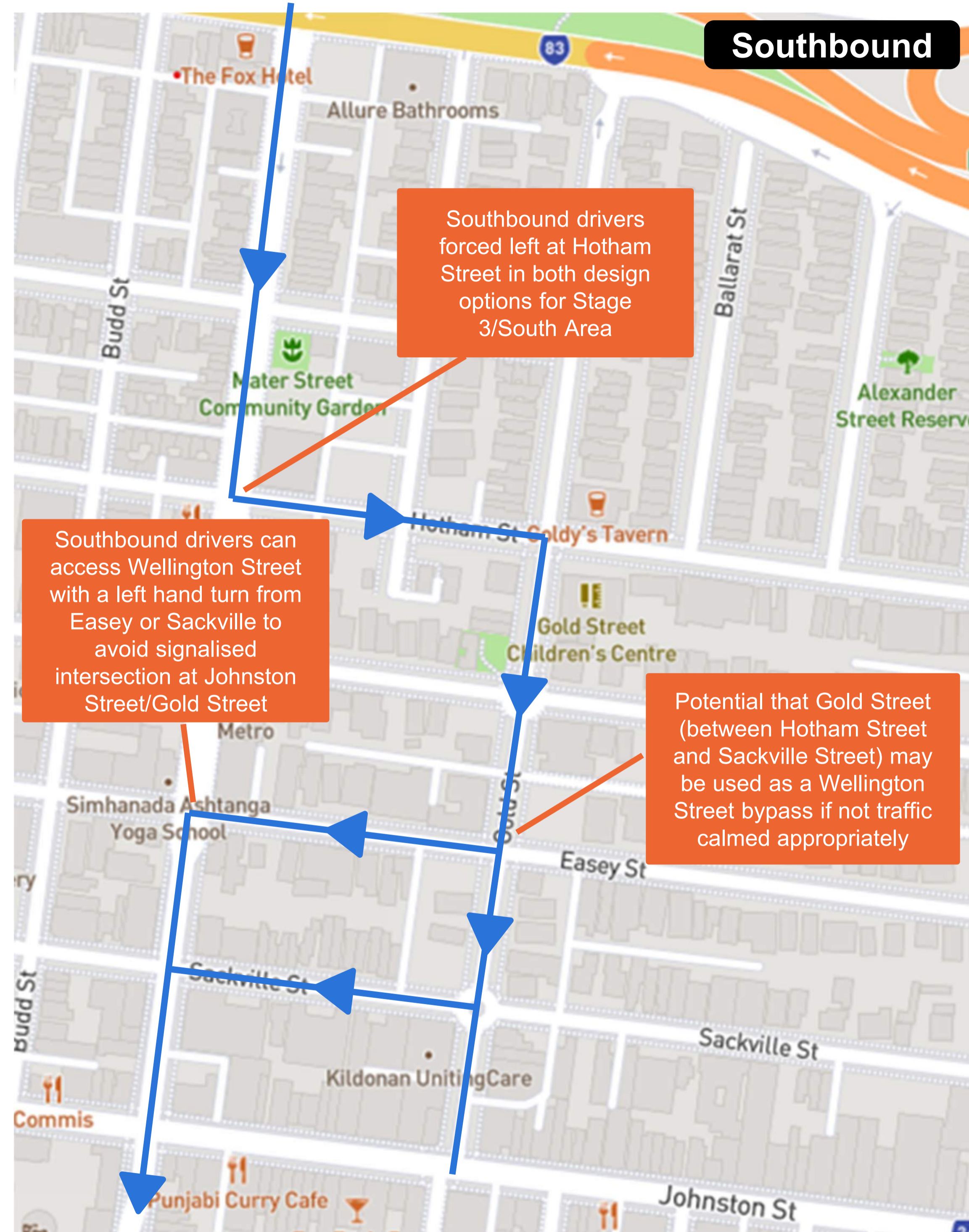
- Narrow slow points calm traffic
- Reduces utility of Noone Street as a through route
- Provides opportunity for a greener streetscape



Stage 3/South Area: Through Traffic Routes of Concern

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.

The recommended traffic calming treatments presented on the following pages focus on these through routes.





Stage 3/South Area: Traffic Calming Recommendations

The recommended traffic calming treatments along Gold Street and the surrounding streets for the Stage 3/South Area are presented in the map to the right. These treatments respond to likely impacts from the proposed Wellington Street project, with the southern section of Gold Street identified as the area of greatest concern. There is a need for this section of Gold Street to have an improved pedestrian environment, and to create a safer, more comfortable, and visually improved streetscape that aligns with surrounding land use expectations given its community destinations of a childcare centre, park, café, and pub.

The main objective of the recommended traffic calming treatments is to discourage through traffic from using Gold Street as a bypass to avoid the proposed modal filters on Wellington Street. By reducing Gold Street's attractiveness as a cut-through, vehicle movements are expected to redistribute via the main arterial roads in the area instead of using local streets.

A detailed table of opportunities and considerations for traffic calming treatments in the Stage 3/South Area is provided to guide decision making.

The full benefits of the recommended traffic calming strategy will be realized when all treatments across the network are implemented, creating an integrated system that manages vehicle movement and speed. However, if only partial implementation is possible, treatments on Gold Street (Items A-G) should be prioritized as this corridor is most affected by displaced traffic and plays a critical role in maintaining the performance of the wider network. It is vital that the place value of Gold Street is protected by making the street unappealing to through traffic. These traffic calming measures are designed to contribute to this objective.





Stage 3 / South Area: Traffic Calming Recommendations

Ref	Location	Recommended Treatment	Interim Option(s)	Design Considerations	Impact of Design (accessibility, trees, car parking)	Notes
A	Gold Street / Sackville Street Intersection	<ul style="list-style-type: none"> • Raised zebra crossings at East, West and South leg of roundabout. Zebra crossing at northern leg. • Consider converting the kerb islands on Gold Street legs to kerb buildouts with landscaping. 	<ul style="list-style-type: none"> • At-grade zebra crossing on each leg with speed cushions on approach. 	<ul style="list-style-type: none"> • Two power poles on northwest side of intersection may impact location of raised crossings • Lighting conditions to be assessed for zebra crossing 	<ul style="list-style-type: none"> • Increased accessibility (safer speeds) • Opportunity for greening in kerb buildouts • No parking impact 	Some commercial / industrial land uses on Sackville Street to consider.
B	Gold Street / Easey Street Intersection	<ul style="list-style-type: none"> • Invert give way lines so that traffic on Gold Street gives way to traffic on Easey Street. • Kerb buildouts on north and south leg to existing painted chevrons. • Splitter island with refuge on east and west legs. 	<ul style="list-style-type: none"> • Invert give way lines without associated changes to kerbs / islands • Modular rubber islands to create separation in place of full kerb construction 	<ul style="list-style-type: none"> • Existing kerbside drainage pits may impact location and design of kerb buildouts. 	<ul style="list-style-type: none"> • Increased accessibility (safer speeds) • Opportunity for greening in kerb buildouts • No parking impact 	Similar design to Drummond Street / Macpherson Street, Carlton North.
C	Gold Street between Little Abbot Street and Keele Street (midblock)	<ul style="list-style-type: none"> • Slow point with bike bypasses 	<ul style="list-style-type: none"> • Speed cushions with bollards to prevent drivers avoiding cushion 	<ul style="list-style-type: none"> • Distance from intersections of Little Abbot Street and Keele Street • Distance from proposed raised crossing at Keele Street roundabout 	<ul style="list-style-type: none"> • Increased accessibility (safer speeds) • Opportunity for landscaping within slow point • Low parking impact 	Similar design to Miller Street slow points with bike bypasses in Fitzroy North.
D	Gold Street / Keele Street Intersection	<ul style="list-style-type: none"> • Raised zebra crossings at three remaining legs of roundabout (west, south, and east). Take similar approach to northern leg existing raised zebra crossing and add pockets of landscaping. 	<ul style="list-style-type: none"> • Kerb build out on southern leg to increase deflection through roundabout. 	<ul style="list-style-type: none"> • Distance to power poles and existing trees to be considered in crossing location and width • Lighting conditions to be assessed for zebra crossing 	<ul style="list-style-type: none"> • Increased accessibility (safer speeds) • Opportunity for greening in kerb buildouts • No parking impact 	Use same kerb buildout design approach as Gold Street / Sackville Street roundabout.
E	Midblock Gold Street between Keele Street and Hotham Street	<ul style="list-style-type: none"> • Slowpoint with bike bypasses 	<ul style="list-style-type: none"> • Speed cushion 	<ul style="list-style-type: none"> • Tight vehicle manoeuvres to avoid disabled parking bay. Need to balance width of slowpoint while maintaining central tree pits. 	<ul style="list-style-type: none"> • Increased accessibility (safer speeds) • Opportunity for landscaping within slow point • Low parking impact 	Similar design to Miller Street slow points with bike bypasses in Fitzroy North.



Stage 3 / South Area: Traffic Calming Recommendations

Ref	Location	Recommended Treatment	Interim Option(s)	Design Considerations	Impact of Design (accessibility, trees, car parking)	Notes
F	Gold Street / Hotham Street Intersection	<ul style="list-style-type: none"> Raised zebra crossings on east and west legs. Replicate kerb buildouts installed on east side on the west side of intersection. 	<ul style="list-style-type: none"> At-grade zebra crossing on each leg with speed cushions on approach 	<ul style="list-style-type: none"> Tie in kerb buildouts before existing drainage pits and tree pits. Power poles may impact design of kerb buildouts and raised crossings Lighting conditions to be assessed for zebra crossing 	<ul style="list-style-type: none"> Increased accessibility (safer speeds) Opportunity for greening in kerb buildouts No parking impact 	Strong case for improved crossing treatments and traffic calming given land uses of childcare centre, café and pub at this intersection.
G	Midblock Gold Street between Hotham Street and Mater Street	<ul style="list-style-type: none"> Slowpoint with bike bypasses 	<ul style="list-style-type: none"> Speed cushion 	<ul style="list-style-type: none"> Median street trees may impact design of slowpoint. 		Similar design to Miller Street slow points with bike bypasses in Fitzroy North.
H	Midblock Sackville Street between Wellington Street and Gold Street	<ul style="list-style-type: none"> Slowpoint with landscaping 	<ul style="list-style-type: none"> Speed cushion 	<ul style="list-style-type: none"> Limited driveways/crossovers provides opportunity for slowpoint. Consider lighting to determine appropriate locations 	<ul style="list-style-type: none"> Increased accessibility (safer speeds) Opportunity for landscaping within slow point Low parking impact 	Replace existing speed hump with slow point for increased traffic calming effect. Similar design to Noone Street slow points in Clifton Hill.
I	Midblock Easey Street between Wellington Street and Gold Street	<ul style="list-style-type: none"> Slowpoint with landscaping 	<ul style="list-style-type: none"> Speed cushion 			Similar design to Noone Street slow points in Clifton Hill.
J	Midblock Hotham Street between Wellington Street and Charlotte Street	<ul style="list-style-type: none"> Slowpoint with landscaping 	<ul style="list-style-type: none"> Speed cushion 			Similar design to Noone Street slow points in Clifton Hill.
K	Midblock Hotham Street between Charlotte Street and Gold Street	<ul style="list-style-type: none"> Slowpoint with landscaping 	<ul style="list-style-type: none"> Speed cushion 			Similar design to Noone Street slow points in Clifton Hill.



Stage 4/North Area: Through Traffic Routes of Concern

The maps presented on this page show potential through traffic routes within the Stage 4/North Area as a result of the proposed changes to Wellington Street, informed by traffic modelling and our analysis of the project area. The recommended traffic calming treatments presented on the following pages focus on these through routes.





Stage 4/North Area: Traffic Calming Recommendations

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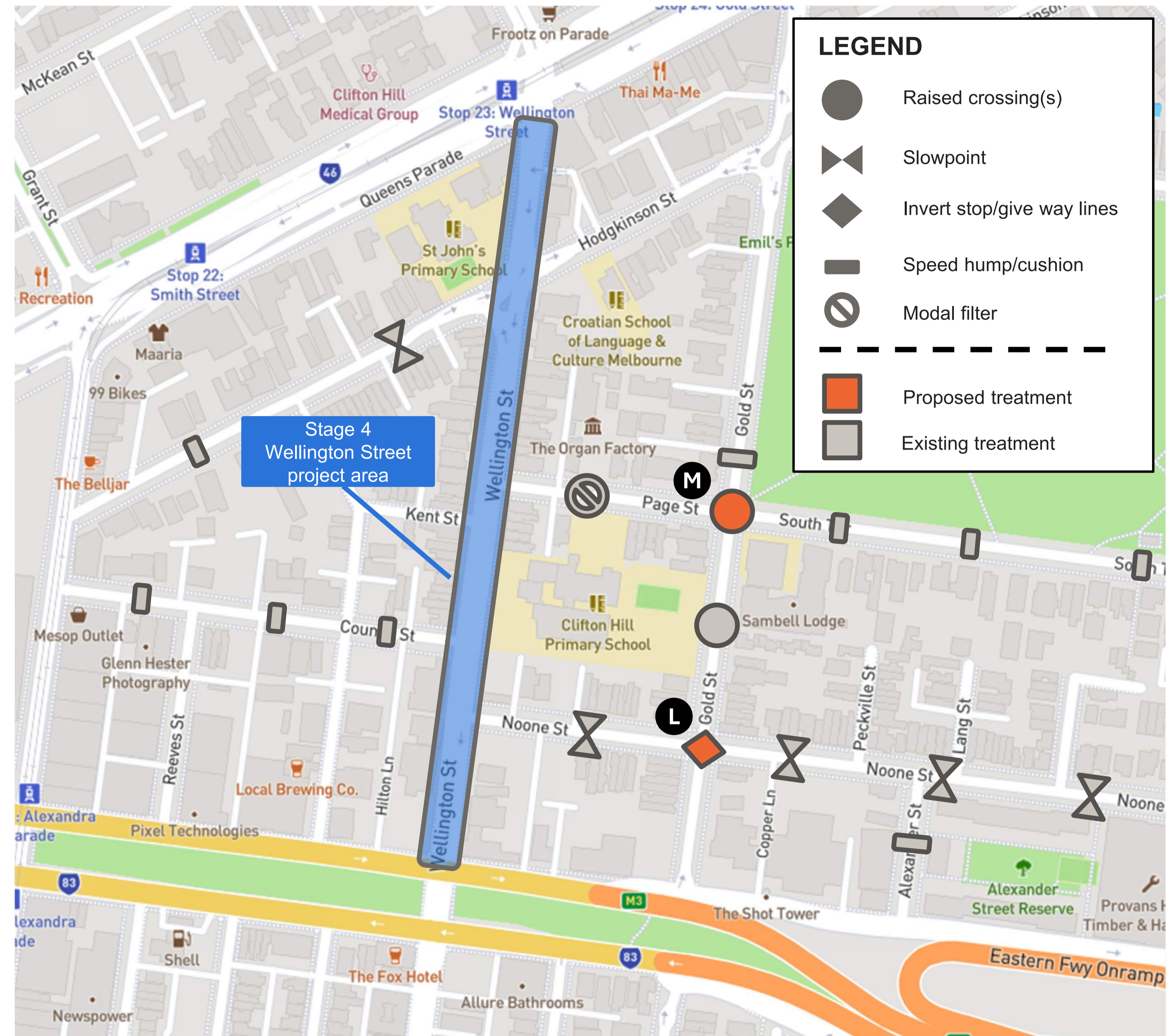
The recommended traffic calming treatments along Gold Street and the surrounding streets for the Stage 4/North Area are presented in the map to the right. These treatments respond to likely impacts from the proposed Wellington Street project.

As seen in the map, most streets in this area have at least some traffic calming. This existing traffic calming effect can be increased through implementation of more treatments to further discourage through traffic from using Gold Street as a bypass to avoid the proposed modal filters on Wellington Street.

Due to the presence of Clifton Hill Primary School, an aged care facility, and a park, there is a need for this section of Gold Street to have an improved pedestrian environment, and to create a safer, more comfortable, and visually improved streetscape that aligns with surrounding land use expectations.

A detailed table of opportunities and considerations for traffic calming treatments in the Stage 4/North Area is provided to guide decision making.

In addition, a selection of concept sketch examples of how different traffic calming treatments could be applied at intersections of Gold Street and surrounding side-streets is presented.





Stage 4/North Area: Traffic Calming Recommendations

Ref	Location	Recommended Treatment	Interim Option(s)	Design Considerations	Impact of Design (Trees, car parking, accessibility)	Comment/Reasoning
L	Gold Street / Noone Street Intersection	<ul style="list-style-type: none"> Raised zebra crossings on north and south legs with kerb buildouts on west and east legs. Landscaping opportunity on NW, NE and SE corners. 	<ul style="list-style-type: none"> Invert stop lines so that traffic on Gold Street gives way to traffic on Noone Street. <p><i>Low cost/quick install option:</i></p> <ul style="list-style-type: none"> Add a no right-hand turn permitted from 7:30-9am on weekdays at northeast corner. Add no left-hand turn permitted from 4-6pm on weekdays at northwest corner. 	<ul style="list-style-type: none"> Atypical geometry of north and south approaches to the intersection should be considered. 	<ul style="list-style-type: none"> Increased accessibility Opportunity for greening in kerb buildouts No parking impact 	Safe access to school is important in this location. Noone Street provides a potential cut-through route onto Wellington Street.
M	Gold Street / Page Street / South Terrace Intersection	<ul style="list-style-type: none"> Raised crossings at three remaining legs of intersection. 	<ul style="list-style-type: none"> Kerb build out on eastern leg to tighten turn radius At-grade zebra crossings on east, south and west legs. 	<ul style="list-style-type: none"> Asymmetric east and west legs of crossing due to western leg kerb build out 	<ul style="list-style-type: none"> Increased accessibility No impact on trees or landscaping No parking impact 	Safe access to school is important in this location. East and south legs crossing facilities are more important than west leg due to modal filter on Page Street that reduces motor vehicle traffic volumes.



Further Treatment Options – Side Streets

With reference to the traffic calming recommendations presented in the table on the previous pages, the images below provide examples of the treatment options at side streets in the project study area..

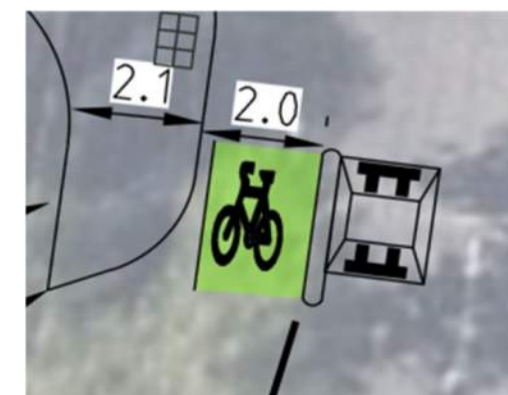


Kerb buildouts can be used on side streets to provide:

- Tighter curve radii helps to slow turning traffic
- Shorten pedestrian crossing length
- Narrowed traffic lane slows traffic
- Increases power pole separation to kerb on northwest corner
- Provides pedestrian landing and TGSI's on southwest corner

A splitter island provides:

- Pedestrian refuge of 2.5m
- Narrowed traffic lane maintains vehicle turning movement
- Avoid impact to existing drainage pits
- Shown on eastern leg but can be duplicated on the west
- Can be coupled with installation of a modular speed bump across painted turn wedge to allow heavier vehicle turning while slowing cars



Option: slow point adjacent to kerb build out to delineate road space to cyclists at intersection as vehicles slow over cushion

Kerb buildouts combined with splitter island:

- Converts linemarked separation into clearly formalised built form
- Shortens pedestrian crossing

Option:

- A full kerbed construction allows low level planting
- Lower investment option can include modular rubber islands or bollards to delineate the space

Additional recommendation:

- Implement speed calming via speed cushions on Gold Street approaches.



Conclusion

The 'Building a Safer Wellington Street' project will deliver important transport outcomes to the City of Yarra's strategic cycling corridor. These benefits extend into the surrounding neighbourhood, supporting a more liveable environment for those who live, work and enjoy the suburb.

This report has been undertaken to address the increased traffic flows that will be displaced to local streets as a result of the Wellington Street changes. The assessment Stantec has undertaken has been informed by previous work completed by Council and other consultants, and a comprehensive understanding of local conditions.

Traffic analysis combined with access mapping showed Gold Street to be the primary area of concern experiencing increased traffic volumes. As such targeted traffic calming measures that discourage through traffic while maintaining local access for the community have been recommended. We have also proposed interim options in recognition of the need for light touch or quick install treatments that can be delivered while longer term measures are progressed.

Together, the Wellington Street upgrades and local area traffic calming measures of surrounding streets will mean a safer, more-people focused transport network. They position the area to benefit from improved amenity and a more welcoming public realm for all users.

Thank you
