

Public Submissions relating to Scotcher LAPM 3 (Proposed Access Restrictions Proposals) made for consideration by the Council at its meeting on 19 May 2020

#	Name	Submission
1	Sally Todaro Fitzroy North	The median strip trial disregarded the opinion of locals who took part in the consultation process for the LAPM in good faith. The overwhelming negative feedback of residents was disregarded without consideration. • It will become virtually impossible to travel from my property (on the north side of Holden St) to enjoy my local amenities. I will be forced to travel down the main arterials of St Georges and Nicholson streets (and undertaking dangerous right hand turns into these roads at minor side streets). • The local roads where council is seeking a traffic reduction (Brunswick St North, White and Rae streets) are in fact quiet and peaceful during the day and on weekends. Other 'calming' measures can be implemented in order to combat traffic during peak hours. • The Department of Transport has highlighted the adverse impacts of this plan on public transport, side street diversions and increased safety issues for increased local traffic using intersections with no lights/arrows. The amenity of my area will be greatly reduced by this median trial – and I do not believe it is the answer to any perceived 'rush hour' problem and will isolate those living north of Holden Street. The question I would like to pose of the Councillors at the council meeting on 19th May is 'Why is the council not implementing the other 'traffic calming' measures outlined in the LAPM prior to considering the median strip trial?'
2	Gaby Chapman Fitzroy North	I have serious safety concerns about trialing a median strip to stop traffic turning right at the end of Rae Street onto Miller Street. Merri Creek Primary is located on Miller Street, and there will now be no western street access from the south within our pocket to Merri Creek Primary. Traffic will either have to divert all along Taylor Street, to Glenlyon Road and back along King Streets and May Street to get to school if required, or - more likely - cut through on Clausen Street from one of the two laneways between Clausen Street and Miller Streets. North Fitzroy Childcare Coop is on the end of one laneway, which many pedestrians (children and their parents use) to get to Co-op, and Merri Creek PS on the end of the other, again used by a lot of foot traffic. The inevitable result of closing off the top of Rae Street/Miller to a right hand turn will be traffic travelling along these laneways at the same time as children and parents are walking down them and creating a serious safety hazard. I have lived on the street for many years and my children have attended both Co-op and MCPS, so I am well aware of the volume of pedestrians using the laneways. If the issue is people doing a turn into White Street, from Miller, then use some mechanism to stop that, but blocking the right hand turn will be detrimental to the safety of pedestrians on these laneways.
3	Michael Doherty Melbourne	Since the survey, independent reports have been commissioned that at the very least call for a review of the proposed changes on the grounds of safety, delays and traffic volumes forecasted. Re Rae & Miller st intersection. When surveyed

		<p>I specifically called out the dangerous situation that this would create at intersection of Taylor and Miller St. The entry from Taylor North to Miller is low and traffic approaching from the Nicholson St end of Miller is not visible. Both sides of Taylor St are foot crossings of Miller St which is used extensively by the primary school children in mornings and afternoons along with being key access points to and from the Nicholson St Tram stop. At present it is a dangerous intersection and now the changes proposed will increase the danger level by ensuring that Taylor / Miller St intersection is now the main thoroughfare for traffic as it would be required to take the combined traffic of the present movements and that of the Rae / Miller St movements. I am not supportive of creating problems elsewhere such as delayed buses on Holden and Miller St, banked up traffic on Holden St and Brunswick Rd in both directions in peak hours, increased danger at the Miller and Nicholson St intersection by increasing the volume of traffic, enabling increased volumes through single intersections such as Taylor / Miller St's, prioritizing walk ways and bike ways that are inconsistent with the current, well learned laws of the road.</p>
4	Vicky Westwood North Fitzroy	<p>I honestly believe this is a wrong decision. It will be very inconvenient for everyone living and visiting in Brunswick st Nth . It will also put to much pressure on the right hand turn lane on Brunswick Rd and Nicholson which will cause a large bank up of traffic. Also Scotchmer and Reid which are already extremely busy will become blocked and dangerous. We do not need any more traffic in Scotchmer st especially at the North Fitzroy village area where the young and the old are walking and shopping .</p>
5	Nina Pavlic Fitzroy North	<p>There's far too much traffic including trucks using Brunswick Street North as a thoroughfare. I would suggest Stopping traffic being able to access Brunswick Street North from St Georges Road. I cannot see a reason why not?</p>
6	Bianca Bortolin Fitzroy North	<p>The decision regarding Holden Street median was unexpected and made at the last minute, and disregarded: - the extensive LAPM engagement and consultation process - the response and overwhelming feedback by the community - expert advice from O'Brien's and City of Yarra's Traffic team. · Many residents living in Moreland, some only meters from proposed Miller Street median, were not consulted but will be greatly impacted by this decision. · Experts have stated that medians will only divert traffic onto other local streets. · DOT report to City of Yarra does not support the trial of either median, highlighting that such measures will adversely impact on public transport and surrounding streets. · There will be significant delays for trams in Nicholson St and St George's Road and the bus network on Holden Street (Route 250 and 251) and Miller Street(Route 506). · Department of Transport also highlighted safety issues for increased local traffic . turning at unsignalized intersections of Miller Street and St. George's Road and Miller Street and Nicholson Street. · I do not understand why the Council would not do all the traffic calming measures before considering hard barriers.</p>
7	Mandy Welland Fitzroy North	<p>The DoT has not endorsed this trial so i'm unsure why council still wants to go ahead. Putting in a median island will effectively cut North Fitzroy in half, anyone living south of Holden St will be forced to detour along Nicholson St or St Georges Rd to access their home. There is no dedicated right hand turn signal at Holden and St Georges Rd, I believe this will cause accidents as it's already a major intersection that regularly see's cars congested and turning on a red light.</p>

		It will also delay any emergency service vehicles needing to access the south area of Holden St. I do not support this.
8	Sue Peirce Fitzroy Nth	I think the medians to prevent some traffic movements could have benefits to residents in these areas. My observation is the time limited turn from Holden to Brunswick st, has for the large part been ignored. My main concern is the speed of traffic in Holden St. Although signed as 40k ,this is generally not observed, the turning movements do slow traffic when the speed restriction is ignored. I live in Holden St and safe access from our apartment block garage to Holden St depends on traffic calming - 60k is too fast- but without better signing or monitoring motorists do not comply.
9	Cathy Stone Fitzroy North	I have been advocating for the closure of Rae Street for over 20 years. So many cars speeding and doing illegal moves down our street. My son has been hit by a car twice in his 17 years (thankfully no major damage). Collectively as neighbours we have sent video footage to Council and Police of cars driving down the wrong side of the street, entering the roundabout (at Rae and York) the wrong way to rat run down the alley way. Council have advised its a police issue, Police advise they don't have resources to deal with it. Every weekday morning (Covid-19 excepted), we see near misses of people and bikes crossing the roads and nearly being hit by cars going the wrong way down our street. Buses uses Rae Street to catch up their timetable, the speed humps are substandard and only serve to propel the cars faster as they exit off them. There has been nothing serious done to slow the traffic or to encourage the traffic onto the main arterials which they should be using rather than our local street. We implore Council to close off access to Alexander Parade and to return our local street to local users and keep our kids, bike users and general public safe. As a Green seat, we would like to see support from the party to encourage closure of the street and people to utilise the numerous bike paths and recently improved public transport. Thank you for your consideration.
10	Michael Rumpff Fitzroy North	The plan includes four planned road closures, as detailed in the email sent to me Monday 11th May. I have no opinion on the last two plans, relating to Alexandra Parade, as they do not impact on me. I do object to the first two plans, relating to Miller Street, and in particular the plan for Holden Street. The Holden Street median closure will severely impact on my ability to travel efficiently. Most of my shopping is done at the Fitzroy Village, and this plan cuts off my safest access to this area. My understanding is that most surveys conducted on this subject indicate that the major impact will be on local residents, of which I am one.
11	Marcus Coghlan Carlton North	I fully support all the intended measures and trials proposed for this item. I welcome the willingness to trial treatments so that actual outcomes can be properly reflected upon by the community and Council.
12	Arthur McDevitt Fitzroy North	When these traffic barriers were first proposed, I wrote to Council to object, I am pleased to see that now the Dept. of Transport has also entered objections, much more forcefully and cogently than I did, pointing to the unnecessary disruptions to normal traffic flow, delays to bus and tram services and the increased danger involved in turns into and out of St. George's Road and Nicholson St. These proposals are unnecessary, foolish, disruptive and wasteful of ratepayers' money. I can only hope that the Council is not about to make

		what Sir Humphrey of "Yes Minister" would call "a very courageous decision" - a decision which will be remembered when councillors are seeking re-election.
13	Lisa Byrne Fitzroy North	The problem: There is too much traffic in the residential streets of North Fitzroy. The high volume of traffic indicates the overwhelming majority of vehicles using Brunswick Street North (BSN) are "rat runners", not local traffic. Large trucks are using North Fitzroy local streets. BSN is categorised as a residential street. Traffic volumes are in excess what is considered as the upper limit for a residential street by at least 25%; The traffic is increasing steadily year on year October 2018 saw an average of over 3100 vehicles a day using BSN with peak traffic averaging a vehicle every 12 seconds An October 2018 council survey showed 127 trucks per day used BSN and 76 of these were speeding. Many of the trucks exceeded the local area size limit. Much of the through traffic in North Fitzroy cuts through BSN and turn into Park, Scotchmer, Holden, Dean, Reid Street and others. Between 2016 and 2018, traffic in BSN has increased 30%. Our request of CoY: Take action now to: Reduce and manage the through traffic in North Fitzroy; Create local streets that are safe, where people want to walk and ride; Link these steps to COY's acknowledged responsibility to incorporate a climate emergency perspective into every decision; Encourage reduction of car use to reduce their environmental impact; and Address the apparent absence of congruence between traffic management, traffic planning and Local Area Place Making findings.
14	Nikolas Aulich Fitzroy North	I write to you to ask why this issue is still being proposed. It appears to be a clear disregard for the findings and expert advice from O'Brien's and City of Yarra's Traffic team. Which clearly stated that medians will ONLY divert traffic into the surrounding streets. This on top of the the extensive LAPM engagement and consultation process as well as the response and overwhelming feedback by the community. Furthermore it is absolutely inexcusable that The Department of Transport report to City of Yarra on this matter - which does not support the trial of either median, Holden St and Miller St and highlighted that the medians would adversely impact on public transport and surrounding streets - was ignored. I have since issuing my signature to the petition last year remained silent, trusting that common sense combined with the results detailed traffic studies would resolve the issue. However upon learning that the City of Yarra Council has not listened to the expert advice it commissioned and further proven how out of touch it is with it's constituents I can no longer remain silent. It is deeply disappointing that our rates are wasted on ill thought out projects. The Department of Transport's report also outlined that there would be an increased safety issues for the higher level of turning traffic at unsignalised intersections at St George's Road, Miller-Street and Nicholson-Street. If you've ever actually driven on these roads during peak hour you would understand that this is a serious issue.
15	Colin Abbott Fitzroy North	I ... request Council does not proceed with the proposed trial medians at Miller Street/Rae Street and Holden Street/Brunswick Street North. There have been three reports into the proposed median trials and the compelling evidence from experts is that such measures would: <ul style="list-style-type: none"> • only redistribute traffic onto adjacent roads with no overall reduction in volumes in the area • disrupt public transport services in St. George's Road, Nicholson Street, Holden Street and Miller Street • create safety issues for traffic turning at unsignalised intersections of Miller Street at St. George's Road and Miller Street and

		<p>Nicholson Street. The right turn ban at Brunswick Street North, which was not supported by the majority of the community, should remain a trial, until all traffic calming measures already approved in LAMP3 process are implemented, in particular giving priority to cyclists and pedestrians at Capital City Trail. A full review of the right turn ban trial should be undertaken once the traffic calming measures in Brunswick Street North have been completed. The City of Yarra's LAMP policy is about creating a safer environment for all road users and improving amenity for the whole local community. Given the considerable community concerns about the consultation process and implementation of LAMP 3, I strongly urge that Council conducts a robust appraisal in order to stay true to the Council policy and for the community to feel empowered and have confidence in the LAMP process.</p>
16	Virginia Spring Fitzroy North	<p>My husband and I are the owners of [a property in] Rae St. We are very pleased that the council is considering the partial closure of Rae St. Increasingly, non-local cars are using Rae St as a 'rat-run'. This is causing dangerous conditions, with cars accelerating between roundabouts. It is also incredibly noisy. Often in the mornings, cars are banked up outside our house, idling, waiting to get through the round about. We are 100% supportive of this plan.</p>
17	Michael Wright Fitzroy North	<p>As a resident of 34 years in Miller Street, I was involved in the initial traffic measures installed to restrict car speeds. While I was less happy with the modifications introduced for the, nevertheless, important goal of assisting bike traffic – the speed humps are ineffectual, signage is confusing and the plastic barriers are regularly broken - I felt that the measures maintained a community support logic. That is why I am completely opposed to the current proposals to install physical barriers that restrict internal community movement at Holden and Miller Street. The barriers proposed will break up community movement by residents and offer little impact on rat running. Indeed with the tram modifications on Nicholson Street and the signage on St Georges Road, the incentives for rat running have already been reduced. While I accept the need to proscribe movement between the community clusters on either side of Holden Street - even though it will be inconvenient for me when I might want to drive to the shopping areas - I see the physical barriers as unwarranted. Those who will be most inconvenienced by the hard barriers are the community who live in the area. Any rat runners may find them frustrating, but they can find other diversions. However, those who live in the area will be inconvenienced every hour and every day. These are not community supporting modification. I urge Council to reject the proposals to physically restrict access at Holden and Miller Streets.</p>
18	David Nicholds Fitzroy North	<p>I am a resident of Rae St, Fitzroy North and was a member of the Local Area Study Group for the Scotchmer-North Fitzroy precinct. I support the officer's recommendation to not continue with medians in Holden and Miller Streets, because this would unduly restrict local residents. However the actions remaining in the plan will be insufficient to address the significant and growing volume of through traffic in Brunswick Street North and the area north of Holden Street. In the planning phase I observed that other options were not considered and suggest that officers be directed to reassess the means of calming traffic in these two precinct areas. One option would be to make access possible but more circuitous, thereby deterring through traffic but maintaining access for local residents. For Brunswick Street North this can be</p>

		<p>achieved by: - installation of several single lane road narrowings and speed humps between St Georges Road and Holden Street; and - closure of Brunswick St North at St Georges Road, except for traffic exiting to travel north. Single lane road narrowings should be used instead of kerb extensions, item 10 of the revised plan, which are likely to have minimal impact. For the precinct area north of Holden Street a reassessment of the means to calm traffic should involve a similar treatment where possible. In summary, the actions remaining in the plan after removal of the medians are insufficient to calm traffic in two areas of the precinct and other options should be assessed.</p>
19	Janet Nicholds Fitzroy North	<p>It is important that access to the local area is maintained and I support endorsement of all the recommendations under consideration. I also request that additional traffic calming measures (effective speed humps, single lane road narrowings etc) be implemented in local streets in LAPM 3 that carry heavy traffic including, but not only, Brunswick St North and Barkley St. This will discourage through traffic and reduce the speed of traffic in residential streets thus improving the safety and amenity of the area. I am disappointed that all the outcomes of the LAPM 3 project are focussed on traffic issues. An important opportunity to work on other aspects of place making has been missed. Our area could be greatly enhanced by initiatives to greening the area, improve the pedestrian experience and encourage community engagement to name just a few place making issues that have been ignored. I ask council to ensure place making in other parts of the city are more comprehensive.</p>
20	Douglas Kirwan Fitzroy North	<p>The proposed traffic restrictions by council ie. restricting access at Holden St between Brunswick St North & Dean St & restricting access at Miller St between Rae & White St create more problems than they solve, disadvantaging local residents from accessing their OWN neighbourhood eg. shops, medical clinics, library etc. It would only exacerbate traffic problems at Miller Street exits & entrances at St Georges Rd & Nicholson St and as noted by Dept. of Transport, disrupt tram & bus routes. I believe that allowing the streets to stay open will prevent traffic funelling into an uncontrolled traffic snarl. So tinkering at the edges creates bigger traffic problems and isolates one section of the community from the rest. Yarra Council should adopt soft options rather than these hard restrictions. I don't oppose the right turn ban from Holden St to Brunswick St North in peak hours. Seeing there are 547 residents opposing these traffic restrictions, why isn't the council supporting us? "</p>
21	Ivan Gaal Fitzroy North	<p>I am a long time resident of Holden Street and one of the 547 signatories to the petition opposing right turn bans and medians on Holden Street, presented to Council on 24 September 2019. I support the recommendations of the Officers that the Council not proceed with the trial of a median island on Holden Street. The case against medians is clearly made by a number of independent and evidence based reports, including the Department of Transport. At the March 2019 Council meeting, it was expected that the recommendations of LAPM 3, supported by a long and intensive community consultation process, would be endorsed by Council. However, decisions were made based on a limited and one sided understanding of community views, causing a loss of faith in Council's capacity to engage and represent its constituents. Please rectify this tonight, and make decisions to benefit the whole community. There are many residents who live in and north of Holden Street and most them own cars. They are our local traffic, they are not "rat runners". We need Brunswick Street North open</p>

		so we can access our amenities. Schools, supermarket, shops, doctors, dentists, bowling club, vet, swimming pool, Edinburgh Garden, cafes, etc. Why force local residents onto already heavily congested arterial roads? The DoT report identifies the negative impact of this on public transport and safety. So scrap all the amendments put forward in March 2019, and go back to the sensible and effective recommendations of LAPM 3.
22	Claire Raworth Fitzroy North	I am writing to follow up about the traffic management plan for North Fitzroy. Miller st was identified as the busiest residential street in the area and that this was inappropriate for a residential street of its kind. As a resident of many years I can testify that the traffic in peak hour is diabolical in our street, which poses unacceptable levels of noise, pollution and risk to the residents of our street. Elderly people and school aged children have been nearly killed crossing the roads and are often too scared to do so. As most cars are cutting through, they are not orderly and patient pose a huge risk. I support the Rae st median strip as it would substantially reduce this flow of rat runners. Initially I opposed this due to the inconvenience, but I can see that is one of the few measures which will actually reduce that traffic. Having seen many utes purposefully knock down the bollards over the years in order to go faster, I know that measures which rely on people doing the right thing will just fail. A definite permanent median strip is all that will work. If this is not going ahead, improvements to speed bumps will definitely be necessary. I think that both "No right turns" from Holden st that are proposed also make sense and should be permanent. I look forward to the outcome of tonights meeting,
23	Tilda Thompson Fitzroy North	My family has lived at the southern end of Taylor Street, Fitzroy North, for 18 years. We urge the Council to abandon the proposed trial medians and right turn bans at Miller Street/Rae Street and Holden Street/Brunswick Street North. The abandonment is logical and fair because the measures would: - redistribute traffic to Taylor Street and other local streets (such as Clausen Street) that are unable to safely accommodate extra traffic; - create safety issues at the major intersections of Miller Street/St Georges Road and Miller Street/Nicholson Street; and - disrupt tram and bus services. Critically, the measures have been consistently opposed by the majority of local residents and were not supported in the independent analysis by the Deoartment of Transport. Notably, the Department found that the measures would have limited benefits in reducing non-local traffic and would likely have large impacts on local residents. We urge the Council to instead support the possible traffic calming measures (as considered by Council in May 2019).
24	Katrina Byrne Fitzroy North	I visit this area often and I am disappointed by the way the increase in traffic has been allowed to occur unchecked and to the detriment of the community. This needs to be addressed with urgency there has been much discussion and many meetings but no concrete action taken to date."
25	Ernesto Arriagada Fitzroy North	There appears to be considerable inconsistency between the findings of Council-funded GTA assessments and subsequent Department of Transport (DoT) investigations into the proposed access restriction proposal in the Scotchmer LAPM3 plan. I feel that Council has unnecessarily acquiesced to DoT recommendations without addressing the broader needs of North Fitzroy: <ul style="list-style-type: none"> • We need to begin aggressively managing and reducing car and truck traffic in North Fitzroy and returning our streets to the people, not vehicles • The

		<p>reduced traffic during the COVID-19 isolation has shown how amazing our suburb can be with fewer cars and trucks rat-running through our proverbial backyards • We must start trialling radical ideas that challenge the car-centric status quo encouraged by traffic engineers and DoT • Decisions around traffic in the North Fitzroy triangle south of Holden Street need to prioritise the impact on those residents of the area, not those who live outside it • So-called community consultation has led to the perverse situation where North of Holden (NOHO) residents hold undue influence over traffic decisions that impact residents in Brunswick Street North, Rae Street and the North Fitzroy triangle generally • We need to trial ideas that force rat-runners off our residential side streets and back onto the main roads where they belong I urge Council to reconsider and proceed with the proposed access restriction proposals in Scotchmer LAMP3 and give these a chance to see how they work – we'll never know if we give way to misplaced populism and backwards looking attitudes"</p>
26	Catherine Gaal Fitzroy North	<p>I encourage Councillors to accept the Officer's recommendation to not proceed with the trial median island on Holden Street. This is in line with the overwhelming views of local residents affected, the detailed analysis of two expert reports funded by ratepayers, and that the Department of Transport has informed the City of Yarra that it does not support it. A range of negative effects have been identified, including effects on public transport, safety and accessibility to local residents to move about their neighborhood. Instead, LAMP 3 already details measures supported by the community and designed to enhance all streets and neighborhoods, and make a positive contribution to all our lives in the inner city I oppose the recommendation to make the right turn bans at Brunswick Street North permanent. This has the same impact as the median during peak periods, when many residents are traveling to work or school. Barriers cause traffic to divert from Brunswick Street North onto other neighborhood streets already carrying similar volumes of traffic, which is inequitable and poor overall traffic management. Council should continue the right turn ban trial as other traffic calming measures are put in place on Brunswick Street North, and review at a later date. The lack of a right turn arrow at the intersection of Holden Street with St Georges Road has a negative effect on traffic flow and safety and I encourage Council to pursue this issue as a matter of priority.</p>
27	Nikki Ciotola Essendon North	<p>I used to live local and now am moving back in 2021, I also live in a tiny narrow street being my main road for it was built for a one way horse and cart. Either bring that system back or ban the cars, trucks and buses for that matter. Attention needs to be brought to Town planners, Councils, Property Developers, Real Estate Agents Selling Property in all these streets in the older suburbs in Melbourne, especially when it comes to allowing more community living.</p>
28	Karen Casey Fitzroy North	<p>I am a resident of [a property in] Taylor St [near] the intersection of Clauscen St and I oppose the proposed right hand turn bans into and out of White and Rae streets as it will severely impact residents in both Taylor and Clauscen Sts by increasing the volume of traffic in both those streets. Clauscen St is particularly narrow at the intersection with Taylor forcing vehicles to make hazardous right or left hand turns into the street. There have been numerous near misses with people pulling out of those streets as you cannot see properly around parked</p>

		cars and resident's cars have already been damaged. A proportion of this additional traffic would actually be Rae and White St residents leaving or returning as North bound traffic from St Georges Rd would have to go down Clausen and up Taylor. South bound Rae St residents would also have to detour via Taylor St. It appears this would only serve to divert traffic to an alternative route that cannot accommodate the extra volume and will also result in more right hand turns at Brunswick Rd/Nicholson St intersection. Additionally, while I support a peak time restriction of traffic, the prevention of right hand turns in and out of Dean and St Brunswick St Nth would further congest traffic and impede the ability of residents to return home. Furthermore there are no traffic lights at Miller or Clausen Sts at St Georges Rd to facilitate safe right hand turns so this is also dangerous.
29	David Chalmers Fitzroy North	Traffic in Fitzroy North residential areas is growing steadily. High traffic levels on residential streets reduce the liability and amenity for residents, workers and businesses. The Council has spent considerable time investigating this problem and acknowledge the issue, however to date, there has been little effective action. In Brunswick St North, in particular, no effective traffic treatments have been proposed: i.e. those that will limit the number and speed of vehicles, The recently implemented trial turn restrictions in Holden St are commendable, but have had limited effectiveness and are ignored by many drivers. I make two submissions to the current meeting: 1. I note that the recent LAPM exercise in Carlton North has recommended street narrowing and pedestrian safety measures (curb outstand, footpath extension) on major thoroughfares (Rathdowne St, Canning St, Drummond St, etc). Similar, effective treatments are required in Fitzroy North and particularly Brunswick St North. 2. The Council has been considering this issue for a long time; many years. The residents deserve that the response to this important issue be implemented in a timely manner. The Council needs to implement effective traffic control measures now.
30	Anne Mullins Fitzroy North	Introduction. • I am one of the 547 North Nicholls petitioners who oppose more hard barriers locking up our streets. We support neighbourhood access and improvements to our streets for ALL. • We ask council tonight to act on the evidence from traffic consultants, council officers, DoT and those 547 affected residents and vote NOT proceed with the proposed median island trials on Holden Street and Miller Street. • The evidence is in, the recommendations clear: traffic affects ALL residents not just some, hard barriers will create havoc for public transport, safe local access should be protected. • Positive alternatives are already approved and ready to be actioned. We ask council to endorse LAPM 3 as is and create positive outcomes for ALL North Fitzroy residents. • We are all in this together – we ask councillors to reflect that in their decisions tonight.
31	Bruna Evans Fitzroy North	Holden Street Median Trial. NNTG:- • Supports the Officer's recommendation to reject the trial median on Holden Street. It notes:- • The independent traffic reports echo concerns raised by many residents north of Holden Street. • O'Brien's Traffic did not support a median in Holden Street citing split community opinion and the lack of vehicle accessibility between north and south of Holden Street, and an increase in traffic volumes that would result in Barkly Street. • The Traffic Impact Assessment by GTA calls for a review of the trial closures as local residents will be most impacted. • The third and most

		<p>influential report by the Department of Transport does not support the median trial due to the effect on public transport and the surrounding arterial road network. Bus routes 250 and 251 in Holden Street and the trams in St Georges Road and Nicholson Street would be delayed. Residents who live in and north of Holden Street would be delayed whether they use public transport or their vehicles.</p> <ul style="list-style-type: none"> • The Officer's report assesses the right turn ban from Holden Street into Brunswick Street North a success. However, the bans may cause delays on the road network and on public transport, in the same manner that the Department of Transport identifies that the medians will do. This may occur as the Department of Transport report notes the effects of the Nicholson Street tram upgrade are not included.
32	Luke O'Brien Fitzroy North	<p>Miller Street Median Trial . NNTG fully supports the Officer's recommendations to not proceed with median trials in Miller St and we respectfully ask that Council to accept that recommendation. NNTG agrees with the various traffic expert assessments that identify that a median, if installed, would create a range of safety issues for residents and deliver little or no benefit in reducing non-local through traffic. Specifically the reports advise that:</p> <ul style="list-style-type: none"> • A Miller Street median would direct a proportion of the daily volume of 746 southbound vehicles in White Street, east to St Georges Road, where the unsignalised intersection at Miller Street and St Georges Rd will generate significant public safety issues. • A further proportion of the traffic will divert to the south via Taylor Street and Clauscen Streets. Clauscen Street is extremely narrow and incapable of handling large vehicles such as emergency service vehicles. • Additionally DoT acknowledges an increased risk for residents being directed to the unsignalised intersections at Nicholson Street and Miller Street to the west and has assessed that this will negatively impact tram movements on the No. 96 line. • Finally DoT concludes that a Miller median will impede Bus Route 506 movements in Miller Street. Accordingly NNTG and the 547 petitioners ask Council to accept the Officer's recommendation to Not Proceed with the Miller St median trial.
33	Heather MacDonald Fitzroy North	<p>What NNTG Want. The community in the northern part of the Fitzroy North LAPM3 area is committed to:</p> <ul style="list-style-type: none"> • improving road safety and amenity within our local street network and reducing the impact of through traffic - particularly during peak hours. • measures that preference safe cycling, walking and public transport access and improve uptake of these modes of transport. • supporting City of Yarra to work with the Department of Transport and with the neighbouring City of Moreland to minimise traffic in our local streets and to safely manage traffic volumes and speeds. We therefore ask Council to: • not proceed with the proposed median island trials in Holden Street and Miller Street and stay true to Council's commitment to traffic calming measures. • implement all other LAPM traffic calming measures approved in LAPM 3 plan with priority to: <ol style="list-style-type: none"> 1. Capital City Trail: to give cyclists and pedestrians priority with raised crossings at Brunswick Street North and Rae Street 2. Brunswick Street North: kerb extensions and upgrade speed humps 3. Miller Street: upgrade slow points, speed humps and bike throughs 4. Improving bike sharrows and crossings at roundabouts. • In addition, we ask City of Yarra to work closely with the DoT to ensure that the major intersections at Holden Street/Nicholson Street and Holden Street/St George's Road have appropriately

		sequenced traffic lights, turn arrows and lanes to facilitate traffic movement on these major roads.
34	Diane Morgan Fitzroy North	<p>Moving Forward In conclusion, and as one of the 547 partitioners in the precinct, it is important to note that this LAPM3 has been a long, robust and challenging process. The Plan is not perfect however we believe it does contain measures that will improve the amenity for movement around our neighbourhood. It also highlights there is much more to do. It is an increasingly dynamic neighbourhood and we know this is an iterative process and want to continue to engage at a community level to resolve issues as they arise. One of the key factors in this will be active engagement within the community and with the Councils on our borders to create seamless traffic solutions that also accommodate adjoining Council needs and policies. Although we note that the peak hour Right Hand Turn Bans remain controversial for some in the precinct we support the recommendations in the Officers Proposal and request expediency on implementation of the treatments mentioned in Submission 4. We also want to continue to be engaged as a community as outcomes of the implemented measures are evaluated. We want to thank Council Officers and Councillors for their commitment to reaching a conclusion on the LAPM3. We have all learnt lots about the strengths and weaknesses of the LAPM process and ask that these learnings are carried forward to future community processes.</p>
35	Eric Myles Fitzroy North	<p>I have witnessed several near misses at the Brunswick street north and Scotchmer street junction in recent years, a couple involving cars going too fast and young children on bicycles and/or on foot going to or from school and one in which an elderly pedestrian was almost killed by a rat running driver who accelerated away having only just missed killing the pedestrian. Without restrictions on the number of cars and the speed they are travelling there will be a fatality before much longer.</p>
36	Tim McLean Fitzroy North	<p>I have been a resident of Miller Street, Fitzroy North for over 27 years. I submit that the Council honour the original commitment made to residents in the LAPM consultation process that full width speed humps be installed in Miller St in the 2020/2021 financial year. I was excited about the LAPM process due to its clear goal of reducing rat running and improving resident amenity. Since then, my communication with council officers has lead me to doubt the sincerity of this process. In particular I am concerned about significant and unexplained adjustments to traffic numbers between those included in the O'Brien report and used in the consultation process and those used in the reports being submitted to this meeting. As well, recent communications from council officers has attempted to justify the high and rapidly growing level of traffic on Miller Street by defining our street as a "connector street". This was not raised in the LAPM process, nor has it been suggested in the 20+ years in which I have actively involved in traffic management issues on our street. This kind of data manipulation damages the credibility of the whole process. I request that Councillors, support the installation of speed humps in 2020/2021. I also submit that the council to commit to the ongoing reduction of traffic levels in Miller Street and surrounding streets and the elimination of "rat running" routes through further measures including the potential closure of Miller Street to all traffic other than buses.</p>

37	Katerina Yakimov Fitzroy North	<p>I am a long term resident of Miller St. I do not support the trial installation of a kerbed median on Miller St at Rae St as this may increase rat running through Miller Street. Reports tabled regarding traffic counts are not correct according to O'Brien Traffic Management Reports Jan 2019. A recent email from Council in April 2 from Matthew Veale state that Miller St has the largest no of vehicles at 3,900 vpd. The majority of these cars are rat running through Miller St to get to St Georges Rd or Nicholson St. This same report states Brunswick St Nth as having 2,728 vpd, Rae st 2,480 vpd and Barkly st 2,142. However the current Area 3 Report from 8/10/19 tabled in the agenda has a different traffic count eg Miller st being 2,900, Brunswick St Nth has jumped to 4,200vpd and White St has also jumped to 3,100. These numbers are not correct and being used to prioritise work in these streets over Miller St. Miller Street has had significant 9 crashes this is found in the DOT report. Therefore to address the unacceptable rat running though Miller St I support installing full width speed humps as were endorsed by the community consultation and the Council last year. I recommend that Council commits to these works in the 2020/21 financial year and that Councillors do not accept further excuses for avoiding or delaying this commitment.</p>
38	John Graham Fitzroy North	<p>As a Miller St resident I'd like to express my opposition to the proposal to put a Median block on Miller St to stop right turns in and out of Rae St and White St as part of the new North Fitzroy Traffic Plan. I think it is misconceived and falls into the category of trying to address one problem by creating and ignoring others. It sets the needs of one set of local residents against those of another and ignores alternatives which may meet most of the needs of both groups. The idea that this will solve what's termed "rat-running" in this area does not hold water. Some residents in Rae St may experience less traffic but all this will mean is that the traffic will just flow into other streets where other Yarra residents live. An appropriate proposal balancing the needs of all residents would concentrate on something which works for the area as a whole and prioritises safety. There should be at least two traffic calming devices on Rae St between Barkly St and Miller St (not just one as at present) and a pedestrian crossing at the corner of Rae St and Miller St. It would also be worthwhile trialling a 30kph zone in this section of Rae St and possibly parts of the surrounding area. The goal should be making the whole area safer for everyone without blocking residents from conveniently entering and exiting the streets they live in.</p>
39	Melinda Barker Fitzroy North	<p>As a long term resident of north Fitzroy and 10 year resident of Brunswick Street North I have observed the significant rise in traffic volume and change in driver behaviour in that time. The high number of cars is well above that intended for a residential street of this size to manage. The high volume of cars makes it difficult for children to safely cross the road on their way to school, particularly at peak time in the morning when cars are speeding along the street, presumably in a hurry to get to work, taking short cuts wherever they can. It is also difficult for residents to reverse out of angle parking spots (which we are not permitted to reverse into) during peak time at either end of the day. For the safety and amenity of residents, including the many children of this street, I urge the council to vote in favour of changes to address the increasing traffic difficulties we are facing. I support partial closure of the street to northbound traffic, maintaining the no right turn bans from Holden street, the bike path crossing priority, 30km speed limits, and any other speed dampening</p>

		options such as narrowing or planting or bike lanes in the street. It is difficult to understand why consideration for drivers who simply wish to use the street as a thoroughfare would be prioritised above the safety and amenity of the residents of this street.
40	Rodger Bryant Fitzroy North	Council and the residents of Brunswick Street North are well aware of the issues with thoroughfare traffic to the northern end of the street. The solutions to prevent non residents using the streets as a thoroughfare are being apposed by residents north of Holden street as they contend that it restricts their access to the North Fitzroy Hub. There are no solution strategies proposed to address the concerns of both sets of resident groups north and south of Holden street which will adequately address non local traffic. What council need to appreciate is that residents north of Holden street have several options to access the North Fitzroy village which surely are safer and more simplistic than zig zagging through surrounding residential streets. If the residents don't agree that those options are safe or convenient then those options should be addressed and treated to improve their situation i.e. safer south bound turn onto St Georges Road. The Brunswick Street North residents issues can then be addressed independently and more effectively.
41	David Collins Fitzroy North	I am a long-term resident of North Fitzroy and of Barkly St. Regarding agenda item 11.2 (19 May), I strongly support the Council Officers' report which recommends against proceeding with median island trials on Holden Street and Miller Street. It seems to me that in making changes to the local road system which seek to address the concerns of a vocal minority of residents in one location, Council should not create a cure that is demonstrably worse than any assumed disease! For residents north of Holden Street, our options for free and safe movement within our own suburb would be very negatively impacted by these proposed median strip barriers. As a regular cyclist, I would ask Council to focus instead on positive changes which benefit the whole community, such as the bicycle priority on the Capital City Trail at Brunswick St North.
42	Glenn Morrison Fitzroy North	There is a long standing problem with traffic volumes in residential streets in and around Brunswick Street North (BSN). Traffic volumes are excessive and rat-runners abuse the streets both north and south of Holden Street. The problem is not residents using the streets. Council are well aware of the problem. Residential complaints date back to 2007. Facts and data have also been collected many times which clearly identify the problems. Despite 13 years transpiring and the problem now being significantly worse, the traffic volume and speed problems still exist. Council data clearly shows BSN traffic volumes exceeding the 2,500 vpd maximum deemed acceptable by Council for residential streets. Also, greater than 15% of all traffic exceeds the speed limit despite aggressive speed humps that are only 90m apart. The unanimous vote by Councillors in March 2019 to install a trial median island at the intersection of BSN and Holden Street was the first tangible, effective initiative put forward and agreed upon that will have a serious impact on this long standing problem. I implore Councillors to once again support the installation of the median island and ensure this gets done. If Councillors regrettably choose to accept the recommendations of Council Officers to not install the median island then I implore Council to quickly come up with solid, tangible alternative solutions. BSN residents who endure the problem day in and day out need to be liberated

		from constant traffic, noise, aggressive behaviour and dangerous, speeding rat-runners. We need liveable, safe streets!
43	Melanie White Cheltenham	Everyone deserves a safe quiet place to ride and walk. This proposal does not go far enough to calm the traffic volumes.
44	Andrew Pettigrove Fitzroy North	I would also like to put my support behind the following 1. That Council does not continue with the formal process to restrict access at Holden Street, between Brunswick Street North and Dean Street. 2. That Council does not continue with the formal process to restrict access at Miller Street, between Rae Street and White Street; 3. That subject to not proceeding with the median island trial on Holden Street, Council approves making the trial right turn ban from Holden Street to Brunswick Street North in the morning and evening peaks permanent;
45	Renske O'Brien Fitzroy North	I am one of the 547 community members that signed a petition expressing our objection to the installation of hard median barriers in Holden and Miller Streets and Right Hand Turn bans in Holden St. Firstly, in terms of the Hard Medians, the weight of expert opinion as outlined in the Officers report is unambiguous. It says that the hard median treatments are not in the best interests of the community as a whole. I respectfully ask Councillors to accept this advice and spend not a cent more or a minute more on this option. In relation to the recommendation of permanent right hand bans at Brunswick St North I ask Councillors to keep front of mind that it is the community's expectation that decisions should be evidence based and equitable. An argument from a small resident group should never be prioritised over the extended community. Miller St and Holden Street already do the heavy lifting for the area and carry many times more traffic than Brunswick St North. They are also Local Roads - with the same road status as Brunswick St North. The turn restrictions at Brunswick St North should not be made permanent because they impede public transport at peak hour in the same way as hard medians do. The bans simply move that traffic onto Holden St. Stop throwing Holden St under the bus and say no to permanent right hand turn bans.
46	Elise King Fitzroy North	Instead of medium strip between rae and white street-can we please get full width speed humps and other stronger traffic calming measures. the medium strip option will mean more car traffic is redirected along miller st. there are more than 3 times the number of cars that are acceptable for a local residential street. Instead There are two primary schools and tram stops at either end of the street so safety for pedestrians and cyclists is a paramount. thankyou for you time in considering my submission a car free resident of miller street,
47	Tim Macpherson Fitzroy North	I wish to make my concerns know to the upcoming Yarra Council meeting about the very high volume of traffic and a complete lack of action in Miller St. I am a resident in the street having lived here for over 13 years and have seen a steady increase in traffic and zero action to address the issue. Over the same time, considerable works have been applied on the eastern side of St Georges Rd, over multiple years while nothing is done in Miller St. Miller St has ineffective speed controls that are patched together with useless tar, road marking that have worn off that no one obeys and broken chicanes that lie scattered in the bushes reflecting the neglect of the street that it is. Everyday there is aggression in the street, idiots who rundown the bollards for sport and the

		<p>volume often causes traffic jams because of the traffic volume. I am particularly concerned to read about Miller St being recategorised as a "connector street". This was not raised in the LAPM process that I have been actively involved in. Miller St has become quite an unpleasant place to live as a result.</p>
48	Peter Rankin Fitzroy North	<p>I have been a resident of Brunswick St North since 1992. Since then the street has changed from a quiet residential street into a busy speedway, especially in the morning and evening peak. The street appears to be used by rat-running commuters and by heavy vehicles as a short cut in order to avoid traffic lights. I ask the Council to</p> <ol style="list-style-type: none"> 1. support the trial introduction of median islands to prevent turning into Brunswick St North from Holden St and from Brunswick St North into Holden St. Rae St is evidence of the effectiveness of this traffic reduction measure. 2. expedite the construction of the priority bicycle/pedestrian crossing at the Capital City trail crossing on Brunswick St North in order to encourage more commuter cycling and improve safety for cyclists. 3. introduce a 30kmh speed limit and construct more effective speed reduction measures in Brunswick St North. 4. begin the planning process for closure of Brunswick St North at Park St. <p>The above measures would improve safety in Brunswick St North and support Council policy to create an environmentally friendly city. Sadly, I do not understand the machinations of the LAPM process, but I do know that resident safety and well-being should be the only criteria for the Council's decision. The safety and wellbeing of residents should not be sacrificed to provide a quick shortcut for northern residents to drive to the shops.</p>
49	Judith Smith Fitzroy North	<p>I agree with the recommendation not to proceed with restricting access at Holden St and Miller St as I believe the alternative proposal would have a seriously detrimental effect on the surrounding streets. I would prefer to keep the existing access from Holden St into Brunswick St North as I find alternative routes very congested when I need to collect my grandchildren from school."</p>
50	Claire Stewart Fitzroy North	<p>I am writing to oppose the proposed changes regarding right hand turns off Miller Street into and out of White and Rae Streets. As a resident of Taylor Street (south side) I am concerned about the increase in traffic in my street and Clauscen Street due to people taking an alternative route via Taylor from Glenlyon Road, which is difficult to cross at Miller due to the dog leg with extended curb medians at either end. Turning into Clauscen in any direction can be dangerous as your view is often obscured by parked cars. This is necessary resident parking but our vehicles are at risk of being damaged as Clauscen Street is very narrow between Rae and Nicholson Streets. The right-hand ban median on Holden Street at Rae and White is also problematic as residents will be forced to travel down Clauscen to St Georges road in order to turn right. Dean onto Holden is a far safer route as it allows you to turn right at traffic lights. Consequently, North bound residents of White Street or anyone wanting to avoid turning at Brunswick Rd/Nicholson St will also have to travel up Taylor Street.</p>
51	Angela Perry Fitzroy North	<p>These closures, in particular the median strips at Holden and Miller will be blockers for the community at large including local residents and mums. The measures will favour only a few streets and limited residents. It will push traffic onto the main junctions on St Georges Road and Nicholson street and with the</p>

		<p>major works on Nicholson street already creating blockages, this is a growing issue which will undoubtedly worsen with the Brunswick Village apartments being occupied. Both the apartment block and the reduction in the Nicholson street lanes have been decisions at council. This decision should take into account those other factors and the impact that this will have to the traffic in this area. The situation is already being policed by the timing restrictions and this additional measure is disproportionate to the problem. It also sets a poor precedent that a few streets can pressure for closures, if this were to happen across the area it would cause gridlock on certain streets at certain times. The amount of traffic on the streets that are asking for closures is comparative or lower than that in other areas, such as Miller Street and May street which have large flows at school times, there is no justification for a specific median strip on these roads.</p>
52	Beryl Langer Fitzroy North	<p>I ask that Council consider the implications for ALL residents of North Fitzroy before approving the installation of median strips blocking right-hand turns from Holden St into Brunswick St North. I understand that it is difficult to balance the needs of different parts of the neighbourhood. I can see that for people living in Brunswick St North, a median strip blocking right-hand turns into their street from Holden street would be very welcome. Before approving this, however, I would ask that Council consider: (a) The negative implications of installing these median strips for Yarra residents who live north of Holden street, in the area bounded by St Georges Rd and Nicholson St. If right-hand turns from Holden St into Brunswick Street North are blocked, these residents will only be able to access North Fitzroy Village via St Georges Rd or Nicholson Street. There is no safe way of turning right into St Georges Rd from this area, and turning left into gridlocked traffic on Nicholson St is no less hazardous. (b) The availability of alternative traffic calming measures in Brunswick Street North such as 'Give Way to Cyclists and Pedestrians' signs on either side of the Park street bike path, and street-narrowing measures that would slow traffic in Brunswick St North while still allowing neighbourhood access for residents north of Holden Street. Please do not adopt a traffic-calming measure for Brunswick Street North that puts residents north of Holden Street at increased risk of accident on a daily basis.</p>
53	Susan Penhall Fitzroy North	<p>I urge the council to honour its commitment made with apparent sincerity, regarding traffic calming in this area, during March 2019. My concern is the increasing volume of heavy trucks using Brunswick Street North as a short cut, and other motor vehicles turning it into a plebs' open-slathe racetrack, despite existing speed humps. This pleasant street has become far too busy, dusty and hazardous for rate paying residents, renters and voters alike. We like our street and hope that the council members do too. Please keep your word.</p>
54	Libby Ward- Christie Fitzroy North	<p>We are residents of Rae Street impacted for several years now by the unsafe and unsustainable behaviour of non-local traffic using our local street as a rat-run to access Alexandra Parade. The use of our local street in this way results in excessive queuing and perverse and illegal behaviour such as traffic travelling on the wrong side of the road/roundabout and aggressive behaviour towards pedestrians, cyclists and other drivers. There have been several instances of other cars, bikes and local children being nearly struck by cars travelling on the</p>

		<p>wrong side of the road as well as elderly neighbours being verbally abused for taking too long to cross.</p> <p>We ask that Council continue to implement the Scotchmer LAPM by supporting DoT's request for the further analysis required to progress the south-bound closure of Rae Street at Alexandra Parade as well as the closure of the laneway west of Rae Street (off York Street). We thank Councillors and Council Officers for their work to date on this issue and hope for an eventual, satisfactory outcome in support of our local community amenity and safety.</p>
55	Robyn Starr Fitzroy North	<p>I am writing in support of the proposed trials of the median islands at Holden St between Brunswick Street North and Dean St, and also at Miller St between Rae St and White St. I am a resident of the North Fitzroy area north of Holden St and am dismayed by the amount of rat running through our area, particularly the route north of Holden St via Dean, Rae and White Streets to Glenlyon Rd, which this measure is designed to address. I am a bike rider and support changes that promote bike riding and increase the safety of bike riding, at the expense of the convenience of car use. This proposal is for a trial only at this stage. Despite the objections from some in my community, this trial should proceed to determine what impact these changes will have not only on reducing rat running, but also whether they inconvenience the majority of residents, cause major delays to public transport and increase the number of cars turning onto main roads at unsignalised intersections. We just don't know whether or not there will be a net benefit of these changes until we do the trial. Let's go ahead and do it.</p>
56	Emily D'Cruz Fitzroy North	<p>My husband and I are residents on Holden Street and we have raised our concerns about the proposed median island trials with you previously. We are pleased to see that the Department of Traffic has undertaken their expert assessment and not endorsed the proposed median island trials on: 1. Holden St between Brunswick Street North and Dean Street, and at 2. Miller Street, between Rae Street and White Street. We ask the Council to not continue such trials. We understand that subject to not proceeding with the median islands on Holden Street, Council might approve making the trial right turn ban from Holden Street to Brunswick Street North in the morning and evening peaks permanent. While not ideal, we would accept it as we would work around those times for accessing our local shops</p>
57	Angela Rojter Fitzroy North	<p>Like all Taylor St residents, both north and south of Miller Street, we will be adversely impacted by a Miller Street median closure at Rae St and White St. If the trial goes ahead it will simply re-direct all north-south traffic that is currently shared amongst White St, Taylor St and Rae St onto Taylor St, both north and south of Miller St, and onto Clauscen St. Far from creating a more liveable area through a place-making approach, this plan creates winners and losers. Removing through traffic from some streets just by funnelling it all onto others defies both logic and logistics, but does nothing at all to discourage rat-running. If it doesn't go ahead however, narrowing White St and Taylor St with chicanes at the Yarra City border of both streets WOULD enhance their liveability. I also agree with the concerns raised by the Department of Transport and their recommendations in relation to the impact of this median closure on the Miller St/St Georges Rd and Miller St/Nicholson St intersections, and also in relation to the Holden St median closure at Dean St and Brunswick St North."</p>

58	Sarah Gale Fitzroy North	<p>I am a resident on Miller Street Fitzroy North and writing in regards to the proposal currently being considered to install median islands at Holden Street between Brunswick Street North and Dean Street; and also at Miller Street between Rae Street and White Street. I strongly object to this proposal. Our children attend North Fitzroy Primary School and with the reduction of a lane on Nicholson Street and the traffic build up that has caused, in addition to the difficult and dangerous right turn at the end of Miller Street onto St Georges Road, this proposal would mean an extra 15 minute drive each morning to drop our kids off to school on our way to work. The only alternative would be for us to use Dean Street, which would mean adding additional traffic to a school zone each morning which would be dangerous and unnecessary. As a rate payer in Fitzroy North, we have equal rights to access the amenities in our area. The proposal is segregating people north of Holden Street and poses great inconvenience as well as safety concerns to all residents north of Holden Street to appease a handful of residents who live on Brunswick Street North. Quite frankly, the residents objecting (Brunswick Street North) knew that the street they bought on was a high traffic street and should have considered that before purchasing. We don't object to the bus running on Miller Street because we knew the bus ran on the street when we bought.</p>
59	Ben Morieson Fitzroy North	<p>I would like to submit that the proposal to use a traffic island in Holden St to prohibit turning into Brunswick St North is flawed and not supported by the majority of the Yarra community North of Holden Street. It will impede access to our local amenities in the North Fitzroy shopping village and force us to take wide detours though busy main roads including St Georges Road and Nicholson Street. These detours will add to the already congested traffic conditions and exacerbate the amount of CO2 already emitted by the vehicles with longer trip times. There was minority support for this proposal by the affected community when surveyed and the Dept of Transport has made very coherent and sensible reasons why these islands should not be installed. I would like to add that connection to amenities is crucial for a community and to deter people from accessing those amenities is not in the interest of the council nor the local schools, library, and small business owners who rely on our patronage. Please note that a Coles supermarket has been built in close proximity to Nicholson St North of Miller st in the City of Moreland. I would hope that councillors are mindful of this development and would do their utmost to promote business in the City of Yarra as a better alternative for its Fitzroy North citizens. So to get to the point, not having the island in Holden st will equal better air, better business and better community</p>
60	Diana Courtney Fitzroy North	<p>In 2006 Councillors approved installation of a median island on Holden St (at Rae St). It was done with minimal community consultation and despite recommendations by external traffic consultants to undertake more detailed surveys as it was likely to distribute traffic to nearby streets. As predicted, traffic volumes increased on Brunswick St N immediately and have continued. Councillors & Council Officers acknowledged the problem. A LAPM was the promised forum to address traffic issues. Unfortunately this has not been the case. The LAPM 3 has divided the community whilst failing to address key community concerns - rat-running & truck traffic on locals streets and, pedestrian & bike safety. It is concerning that despite CoY strategies/plans for Liveability, Bikes and Climate Emergency, it has been unable to address these</p>

		<p>concerns. The aim of the LAPM is to make a more liveable area for the community. Limiting rat-running through local streets makes them more liveable and safer for all and, supports reduction in emissions by calming streets and encouraging active transport. Unfortunately Council recommendations suggests that CoY values cannot stand up to pressure from the DoT wanting traffic to continue to divert on local streets to relieve congestion on major arterials and, some members of the community who have resisted traffic interventions for BSN. We implore Councillors stand up and support CoY values and community traffic concerns. Ensure the recommendations include a significant traffic reduction intervention be installed on BSN to help reduce traffic volumes on the street and the local area.</p>
61	Soula Margelis Fitzroy North	<p>I write to reiterate my objection to the construction of a median island on Holden Street that prevents right hand turns into and out of Brunswick Street North and Dean Street. I also object to the proposed permanent right turn bans in peak hour from Holden Street into Brunswick Street North. The majority of residents objected including relevant traffic authorities. In particular, the City of Yarra's own traffic engineering department recommended against this proposal after the LAMP consultation process. The Department of Transport also opposed median islands. Closing roads and limiting access only shifts traffic to adjoining roads. It physically divides a community, restricts our access to local facilities and shops and discriminates against those that can't ride or walk to local amenities</p>
62	Rosalyn Jack Fitzroy North	<p>I am concerned that in the 4.5 years I have lived on Brunswick St North (between Scotchmer St and Park St) there is an increasing volume of traffic. Most of these drivers are using this street as a cut through route to shave a minute off their journey, and so are particularly impatient in attitude and are unwilling to slow down. I have 2 young children, and crossing the street with them can be dangerous with drivers coming along at maximum speed, even if they can see there's children crossing the road. My children attend kinder and school on the other side of Holden St, so restrictions on the Holden St/Brunswick St North intersection will impact our journeys, but we would choose to have that inconvenience if it returns the street to a quiet residential street.</p>
63	Tobias Cummings Fitzroy North	<p>My wife, two young children and I have been residents [in] Rae Street, Fitzroy North for six years. In even that time short time we have seen a steady increase in the volume of vehicles (including large trucks) using Rae Street as a shortcut to Alexandra Parade - particularly in the morning 'rush hour', but also (in smaller numbers) throughout the week. The drivers that use Rae Street in this manner, by their nature, are in a hurry and often travel down our street at dangerous speeds. Many times I have had to rush my children out of the way of speeding 'rat runners' and have felt worried that one or other of my kids might be hit. In the mornings (outside of a pandemic of course), a unacceptable queue of traffic often extends from Alexandra Parade all the way to Newry Street, some two full blocks! These cars are filled with flustered and impatient drivers intolerant to the basic needs we have of our residential street, and I have often myself unable to perform a simple u-turn to take my children to kindergarten. I and many of my neighbours are simply fed up with this situation. These vehicle should not be using our residential street as a shortcut. They are destroying the peace and quiet of our surroundings, and creating a</p>

		hazardous environment in which someone will surely be injured before too long. I urge the council to close Rae Street to southbound traffic at Alexandra Parade.
64	Catherine Ecclestone Fitzroy North	As a resident and home owner on Rae St (north of Holden St), Fitzroy North, the proposed plan for the Holden St kerbed median at the intersection of Brunswick St North and Dean St directly affects myself and my young family. The main concern is the lack of vehicle accessibility between the local areas north and south of Holden St. This would limit my ability to take children to after school/weekend sport activities (as members of Collingwood Leisure Centre, Fitzroy Junior FC, and Edinburgh Cricket Club) as well as limiting access to my local shopping centre (Fitzroy North Village) and Bargoonga Nganjin Library. The proposed Holden St kerbed median at the intersection of Brunswick St North and Dean St was not originally on the LAPM3 (Jan 2019) and has been added since without adequate community consultation. Multiple changes are now being proposed to address rat-running (for example a kerbed median at Holden/Dean St as well as a kerbed median at Rae/Miller St) without allowing adequate time to see the effect of making one change at a time. The Department of Transport does not support this proposal due to impacts on public transport and delays caused to the surrounding arterial road network.
65	Ashley Cadell Fitzroy North	I live in Rae street just north of the corner with York street. The morning southbound traffic between 7.30 am and 9 am has been a problem in this part of Rae street for some years, both with the noise and congestion as well as the potentially dangerous impatience of some drivers who often dart down the wrong side of the road and cut across the wrong side of the roundabout in order to turn right into York street. I would just like to add my support for the proposed changes to both the lane way to the west of Rae st. between York and Alexandra parade and the blocking of southbound traffic at the junction of Rae street with Alexandra parade."
66	Barbara Hubl Fitzroy North	As one of 547 petitioners mentioned in Council Officer's Report (COR) #76(b) I support Recommendations (1b&d) not to proceed with the proposed Miller and Holden Street medians. As various Reports commissioned by Council have stated, these medians would disrupt public transport in the precinct and the surrounding arterial network and have large impacts on local residents with only limited benefits in reducing non-local through traffic. The medians would divert traffic onto neighbouring streets ill equipped to deal with increased volumes of traffic and would reduce residents vehicle accessibility in local areas north and south of Holden Street. I support traffic calming solutions for ALL residents not just for a couple of streets and believe other measures endorsed in LAPM3 could assist a number of streets without adverse effects on the whole precinct. I cannot support Recommendation 1c as the 547 signatory petition was also opposed to the peak hour right hand turn bans (RHTB PH) from Holden into Brunswick Street North (not acknowledged in COR #76b). The claim of "success" for the this trial in COR #53 must be qualified: it applies only to reducing RHTs into BSN from Holden Street whilst left hand turns here almost doubled (#52) and the increase in traffic volumes and queues on Holden Street (#58) and disruption of public transport would be the same in peakhour as the median effects objected to by DoT and have not been properly canvassed.

		<p>However, thanks Yarra Council for your work and attention to traffic calming for all.</p>
67	Simon Evans Fitzroy North	<ul style="list-style-type: none"> • Thank you for the opportunity to comment on LAPM 3. I live in May Street, the border of Yarra. • I fully support the Officer's report where the medians in Miller Street and Holden Street are rejected. The Holden Street median would block me accessing the North Fitzroy village, the library, pool and gym in the southbound route I use regularly. • In peak times I would be delayed by the traffic queues that the Department of Transport identifies in Holden Street or I would need to attempt the unsafe right hand turn from Miller Street into St Georges Road. • The issue of delays to westbound traffic at pm peak travelling on Brunswick Road near the Miller Street and Nicholson Street intersection is identified by the Department of Transport, and is significant. • The Miller Street median would block my access travelling home from anywhere south of Holden Street and force me to use either Nicholson Street or St Georges Road. • I note that the expert reports do not include analysis of the Nicholson Street tram upgrade. These works will impact on traffic flow, as two lanes now narrow to one lane near Miller Street. • I do not agree with the Officer's report that recommends making the right turn ban from Holden Street into Brunswick Street North permanent yet. The impact of the Nicholson Street tram upgrade on local traffic needs to be analysed.
68	Nicklaus Mahony Fitzroy North	<p>I make this statement as a resident of Clauscen St, Fitzroy North. I am heartened by the traffic calming measures and the measures that give greater priority, or at minimum visibility, to pedestrians and bike riders in the LAPM under consideration for my neighbourhood. The three treatments I think are of highest priority are:</p> <ul style="list-style-type: none"> • No. 7 - Brunswick St North & Capital City Trail • No. 14 - Freeman St & St Georges Rd South • No. 22 - Holden Street <p>In terms of 'Projects to advocate to VicRoads', I strongly support all advocacy items listed in the document, in particular seeking speed reductions. The current speed limit on St Georges Rd is dangerous. As someone who rides, walks and uses public transport to get to the shops, work and visit family and friends, I continue to be dismayed by the enormous amount of space given to privately owned vehicles. Streets are where we live and interact, the council needs to take measures beyond those listed in the LAPM. Specifically, there needs to be lower speed limits (suburban streets desperately need a speed limit of 30km/h), fewer car parking spaces, more spaces given over to bike corrals, planted trees, footpath extensions etc. I implore the council to continue its efforts to improve the livability of our neighbourhoods by:</p> <ul style="list-style-type: none"> • reducing traffic speed; • reducing space given to private automobiles; and • increasing the space and quality of amenity for pedestrians, bike riders and public transport users.
69	Robyn Smith Fitzroy North	<p>The City of Yarra LAPM Policy aims to ensure consistency, fairness and a comprehensive approach to reducing the impact of motor vehicles in local streets. I have lived in Rae St north of Holden St for 20 years and I welcome place making initiatives that reduce through traffic, calm local streets and prioritise cycling, walking and public transport. I remind Councillors that LAPM relies on an all of community approach and initiatives that address the safety and amenity of all local residents. In the northern section of the Nicholls Ward the traffic count figures show that many of our local streets do have an issue with large volumes of traffic, particularly during peak hours. We need solutions that manage and calm this peak hour demand and still give reasonable access</p>

		<p>for local residents to get to and from their homes and to access community amenities. I ask that Councillors vote to accept the Officers recommendations:</p> <ol style="list-style-type: none"> 1. That Council does not continue with the formal process to restrict access at Holden Street, between Brunswick Street North and Dean Street. 2. That Council does not continue with the formal process to restrict access at Miller Street, between Rae Street and White Street; <p>I also request that Council work actively with Moreland and the Dept of Transport to implement additional solutions that will mitigate the increasing traffic volumes across this whole northern area of the Nicholls Ward and improve safety and amenity, particularly for pedestrians, cyclists and public transport users.</p>
70	Jeremy Lawrence Cremorne	<p>I support Council's Local Area Place Making process of continual, iterative improvements to our public realm. I support the residents of Brunswick Street North who are advocating for treatments to mitigate rat running in their street. I applaud Council for seeking approval from the DoT for a variety of treatments. Keep trying! I don't support the term 'access restrictions'. Access is not being restricted. Drivers can still access each property. Instead, traffic is being filtered. I think it is farcical for the Department of Transport to fail to consider the effects of behaviour change, traffic evaporation, or induced demand as part of their assessment. I encourage Council, through the LAPM process, and in collaboration with residents, to set clear upper limits for traffic volumes, i.e. vehicles per day, for each street in the precinct. This may turn out to be a value less than the 1,000 vehicles per day mentioned in the Council report. I encourage Council to implement slow points on Brunswick Street North. Slow points are described in both the Yarra LAPM Policy 2017 as well as Austroads Guide to Local Area Traffic Management. Even better, considering our rate of population growth, would be for Council to invest more in LAPMs, so that each precinct is reviewed in every 4-year term of Council, instead of waiting 10-15 years between each review. This would enable more types of treatments to be trialled and evaluated.</p>
71	Juliana Hooper Fitzroy North	<p>We request that Brunswick Street North is not blocked at Holden Street. North Fitzroy residents need to be able to access their suburb on both sides of Holden St without using two of Melbourne's busiest arterial roads. We have written several times expressing our concerns. We live at 160 Park Street Fitzroy North between 3 major traffic arteries. Nicholson St and St Georges Rd carry huge volumes of non-local traffic to and from the city. Holden Street (which becomes Brunswick Rd) is the 3rd major artery. It cuts North Fitzroy in half from north to south. Until recently residents of North Fitzroy could cross Holden St to the other side of their own suburb via Rae St or Brunswick St North without having to battle St Georges Road or Nicholson Street. Rae Street is now permanently blocked across Holden Street. Brunswick Street North gives the only connection within the suburb between North and South. We are elderly and cross between the two halves of Fitzroy North several times a day taking and fetching children to school and running errands for our working family on the other side of Holden Street. I know other families from both sides of Holden Street who access school and kindergartens on both sides. As residents and ratepayers we feel that it is reasonable that the Council solves this traffic problem without blocking local access within the suburb and creating hardship for ratepayers of North Fitzroy</p>

72	Rebecca Skinner Fitzroy North	That I strongly urge the council to implement all of the recommendations from the LAPM3 Fitzroy North urgently. In particular, the Council should vote to implement: Partial road closure on Rae Street, with no exit to Alexandra Parade; and Closing the laneway to the west of Rae Street (between York Street and Alexandra Parade). The residents of the southern half of Rae Street have had their street made unsafe and noisy due to more than 2000 rat running and speeding vehicles a day (as the report found) and have been waiting years for a LAPM to be undertaken and now more than a year for the LAPM 3 endorsed recommendations to be implemented. We should not have this endorsed recommendations held up any longer by more controversial changes in other parts of the suburb. These must be implemented immediately. That said, we also support the proposed: Trialling a median island for six months on Miller Street at Rae Street and White Street;Trialling a median island for six months on Holden Street at Brunswick Street North and Dean Street. Thank you to the council for taking this matter seriously and beg you to act quickly, this has been dragging on for years. Rebecca Skinner and Peter Milner, residents of Rae Street for 12 years.
73	Ian Corbett Fitzroy North	Brunswick St North is not a collector road but a local street similar to Rae St and the streets north of Holden. We are concerned about the number and speed of non-local vehicles (especially large commercial trucks) using Brunswick St North to rat run and bypass the Fitzroy North Village, when they should be using the designated arterial roads. The number of vehicles is increasing and the current traffic measures are not viable in the long term. This has posed increased safety risks for residents using street parking, and safety risk to the neighbourhood children.
74	G Downes Fitzroy North	I am disappointed the City of Yarra is continuing to proceed with the plans to constrict the movement of local residents in the northern part of Fitzroy North by effectively cutting the suburb in two along Holden Street. If the plans go ahead it will limit local residents' ability to move freely within their community. Visits to local businesses and services will become more difficult: for example, sporting clubs, schools kinders, childcare, the vets, doctors and the Neighbourhood House. Many residents are elderly and walking or bike riding is not usually an option. Plus many rely on the help of friends or family to move around. Having to join busy roads like Nicholson Street and St Georges Road will make movement withing the local suburb more difficult and more stressful. I would encourage you to consider the needs of all the residents in your community.
75	Julie Paul Fitzroy North	Median strips in miller st will force all the traffic to go to Nicholson st or St. George's rd, already very busy roads. It's impossible and dangerous to do a right hand turn, city bound, out of miller st at St. George's rd and at Miller st it's chaotic in the morning to do a left , city bound turn with tram and school crossing. Please make it manageable for us to get around our suburb to our local shops, library and schools
76	Anna Rotar Fitzroy North	Good evening, we urge council members to keep residents of all parts of North Fitzroy at the forefront of their minds when deciding on tonight's issues re the proposed closures. Those of us living north of Holden St will be adversely and unfairly disadvantaged and denied access to our own suburb. The council

		<p>should take external reviews seriously and decide to not continue with the formal process to restrict access at Holden Street, between Brunswick Street North and Dean Street nor to restrict access at Miller Street, between Rae Street and White Street. Respect our rights to be a part of this community! Thank you.</p>
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