



**LEGEND**  
 Grey Symbols / Signs - Existing Conditions (no changes proposed)  
 Coloured Symbols / Signs - Proposed Changes

**DETAILS OF LATM PROPOSALS**

| ITEM | LOCATION  | DESCRIPTION  |
|------|---|--|
| A    | Westgarth Street - between Nicholson Street and Laneway       | Modify existing road hump to a raised one-lane slow point. Will slow traffic and improve vehicle egress from the adjacent laneway (refer to diagram).  |
| B    | Nicholson Street / Kerr Street                                | Install raised pedestrian cross-walk and remove the existing speed cushions in the vicinity of the intersection.   |
| C    | Napier Street / Kerr Street                                   | Enlarge approach islands and install road humps on the Kerr Street approaches. Lanesmark 'sharrows' on all approaches to the roundabout.   |
| D    | Kerr Street - between Brunswick Street and Young Street       | Allow bicycle movements in both directions and lanesmark 'sharrows' to alert drivers of the presence of cyclists.  |
| E    | Rose Street   | Introduce one-way (westbound) on Rose Street between Brunswick Street and Nicholson Street. Introduce shared space to improve the pedestrian conditions. Possible minor loss of parking.   |
| F    | Leicester Street - between Gore Street and Smith Street       | Introduce one-way (eastbound) on Leicester Street between Gore Street and Smith Street and remove AM peak right turn ban.  |
| G    | Westgarth Street / Smith Street                               | Install traffic island to improve pedestrian movements across Westgarth Street. Resurface vehicle access to left in / left out to reduce through traffic volumes, whilst retaining access for all bicycle movements.   |
| H    | Westgarth Street - between Gore Street and Smith Street       | Install central traffic island and kerb extension on the north side to slow traffic speeds. Incorporate parking lane line marking on the southern side to visually constrain the cartageway and install 'sharrows' in both directions to improve the awareness of cyclists.  |
| I    | George Street and Gore Street at Rose Street                  | Install pedestrian islands to improve pedestrian conditions along Rose Street (refer to diagram).  |
| J    | George Street and Gore Street at Nicholson Street             | Protect resident amenity, improve pedestrian safety, reduce through traffic by restricting vehicle access to left in / left out only, whilst maintaining access for all bicycle movements.   |
| K    | George Street and Gore Street                                 | Install road humps at regular spacing to reduce traffic speeds. Incorporate median island treatment in Gore Street between Westgarth Street and Rose Street (similar to the existing device in George Street). Replace existing speed reducing devices and road humps with road humps that extend across the full width of the road. |
| L    | Kerr Street, Napier Street, Young Street and Westgarth Street | Install raised pedestrian cross-walks to improve pedestrian conditions and reduce vehicle speeds entering the local area.  |
| M    | Rose St, Leicester St, Kerr St and Argyle St at Smith Street  | Remove 1 parking space on the east side of Nicholson Street, north of Leicester Street to improve sight distance.  |
| N    | Kerr Street / Nicholson Street                                | Remove 1 parking space on the east side of Nicholson Street, north of Kerr Street to improve sight distance.   |
| O    | Kerr Street / Nicholson Street                                | Remove 1 parking space on the north side of Argyle Street, east of Spring Street to improve sight distance.  |
| P    | Argyle Street / Spring Street                                 | Remove 1 parking space on the north side of Argyle Street, east of Spring Street to improve sight distance.  |
| Q    | Napier Street / Kerr Street                                   | Measures to improve reduced sight distance from property driveway:<br>Option 1: Replace the 2 existing angle spaces with 1 parallel space<br>Option 2: Provide road hump on departure side of roundabout.  |
| R    | Brunswick Street / Westgarth Street                           | Relocate loading zone south by 1 parking space to improve sight distance (loss of 1 parking space)   |
| T    | Brunswick Street / Westgarth Street                           | Install 'No Left Turn' Tam-Sam Mon-Fri from Brunswick Street into Westgarth Street   |
| U    | Young Street / Westgarth Street                               | Central island removed, kerb extensions on southern side, hold line relocated.   |
| V    | Spring Street / Henry Street                                  | Remove 1 parking space on the west side of Spring Street, south of Henry Street to improve sight distance.   |
| W    | Fitzroy Street at Card Street, Leicester Street, Rose Street  | Improve pram ramps at intersections  |

**DETAILS OF OTHER MATTERS FOR INFORMATION**

|   |   |   |
|---|---|---|
| 1 | Alexandra Parade Pedestrian Signals                 | Council to consult with VicRoads to improve co-ordination of the pedestrian operated signals.   |
| 2 | Smith Street - between Rose Street and Keele Street | Pedestrian Operated Signals are proposed as part of the 'Gold Precinct' LATM. Project currently in preliminary design stage.                          |
| 3 | Brunswick Street Pedestrian Operated Signals        | Council to explore options to improve pedestrian operated signals to improve visibility.  |
| 4 | Brunswick Street                                    | Council has established a 'Brunswick Street Shopping Strip Working Group' to assist in developing bicycle safety improvements along Brunswick Street. |
| 5 | Westgarth Street / Nicholson Street                 | Explore modifying restaurant seating area to improve sight distance for vehicles exiting Westgarth Street.  |
| 6 | Brunswick Street / Alexandra Parade                 | Consult with VicRoads with a view to modifying the existing 'No Right Turn' to apply only between Zan and 7m.   |