

St Georges Rd, Northcote median opening review

Median openings at unsignalised intersections along St Georges Road, Northcote are closed while Melbourne Water carries out its pipeline construction works. VicRoads is currently investigating the longer term access management for these median openings and to help us with our review we engaged with key stakeholders for their feedback and recently asked the community to give us feedback through an online survey.

St Georges Project background

Road is separated by a 27m wide centre median that consists of tram lines and a cycle and pedestrian path which carries 1600 cyclists every weekday to and from the northern suburbs.

Under VicRoads Transport Network Plan, the St Georges Rd corridor is identified as one of the most important Strategic Cycling Corridors in Melbourne, as well as being an important traffic and public transport priority route.

A review of the crash history shows there were 61 casualty crashes on St Georges Rd between Arthurton Road and Miller Street in five years prior to 30 June 2016. 14 crashes occurred at the centre median openings.

Who are the key stakeholders that VicRoads consulted with?

- Darebin City Council
- Melbourne Water
- Yarra Trams
- Transport for Victoria

- Public Transport Victoria
- Emergency Services
- Bicycle User Groups
- Local businesses, residents

How many people completed the survey?

2312 respondents completed the survey, which was open for two weeks in May.

Who contributed to the survey?

The survey intended to target local residents, traders and the broader community that frequently access the centre medians. Those that contributed were: local residents (79.2%), family or friends live nearby (26.3%), those that visit the area often to spend time there or nearby (19.3%), non-local commuter travelling through the area (15.3%) other (5.7%) local business owner (3.4%).

How do people travel when using St Georges Rd?

Respondents use a variety of modes of transport: car (84.2%), bicycle (54%), walking (39.8%), public transport (39.4%), motorcycle (2.8%), other (0.7%), and truck (0.5%).

Which medians are used?

Respondents were asked to select all medians that they frequently use. Woolton Avenue centre median had the most responses (71%), with Beaconsfield (66%) and Beavers (66%) used an equal amount. Watt St received the least amount of responses (40%).

What were the results from the survey?

There was a mixed reaction from the community regarding the impact of the

current closures and the response to permanent closures of medians on St Georges Road. The closures have improved safety and accessibility of the shared path for cyclists. However there have been significant impacts to traffic congestion, journey times and pedestrian access and safety.

In general 60% of respondents did not support the majority of medians being closed, with the exception of Watt St, where 43% of respondents supported the closure.

What was the conclusion from consulting with all stakeholders?

There are opportunities to enhance the safety and movement of cyclists and tram passengers along the corridor and it is important to balance this with local access needs of the community.

Next Steps

The five centre median crossings, between Miller Street and Arthurton Road, will re-open as work continues on a plan to make it safer for everybody.

Any future proposal to reduce the number of unsignalised median openings along St Georges Road will need to ensure the right balance between mobility and safety for all road users.

Contact us

For more information you can contact us:

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