

Improving Access to The Boulevard, *Ivanhoe East*

Banyule City Council

Date: March 2025 | Version: Rev-1

THE BOULEVARD, IVANHOE EAST | 300305406





Acknowledgement of Country

"We acknowledge the Traditional Custodians of the land and pay respect to Elders past, present and future. We honour Australian Aboriginal and Torres Strait Islander peoples' unique cultural and spiritual relationships to place and their rich contribution to our society. To that end, all our work seeks to uphold the idea that if we care for Country, it will care for us."



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Introduction to the Project



1.1 Purpose

Banyule City Council has engaged Stantec to review The Boulevard and provide recommendations on how to improve access for all users.

This project includes the following objectives:

- 1. Improve the surface quality and safety of The Boulevard for all users.
- 2. Create a calm street environment with the new design of The Boulevard
- 3. Provide safer speeds, particularly at corners along The Boulevard
- 4. Investigate opportunities to enhance connection to the Main Yarra Trail



1.2 Study Context

Study Area

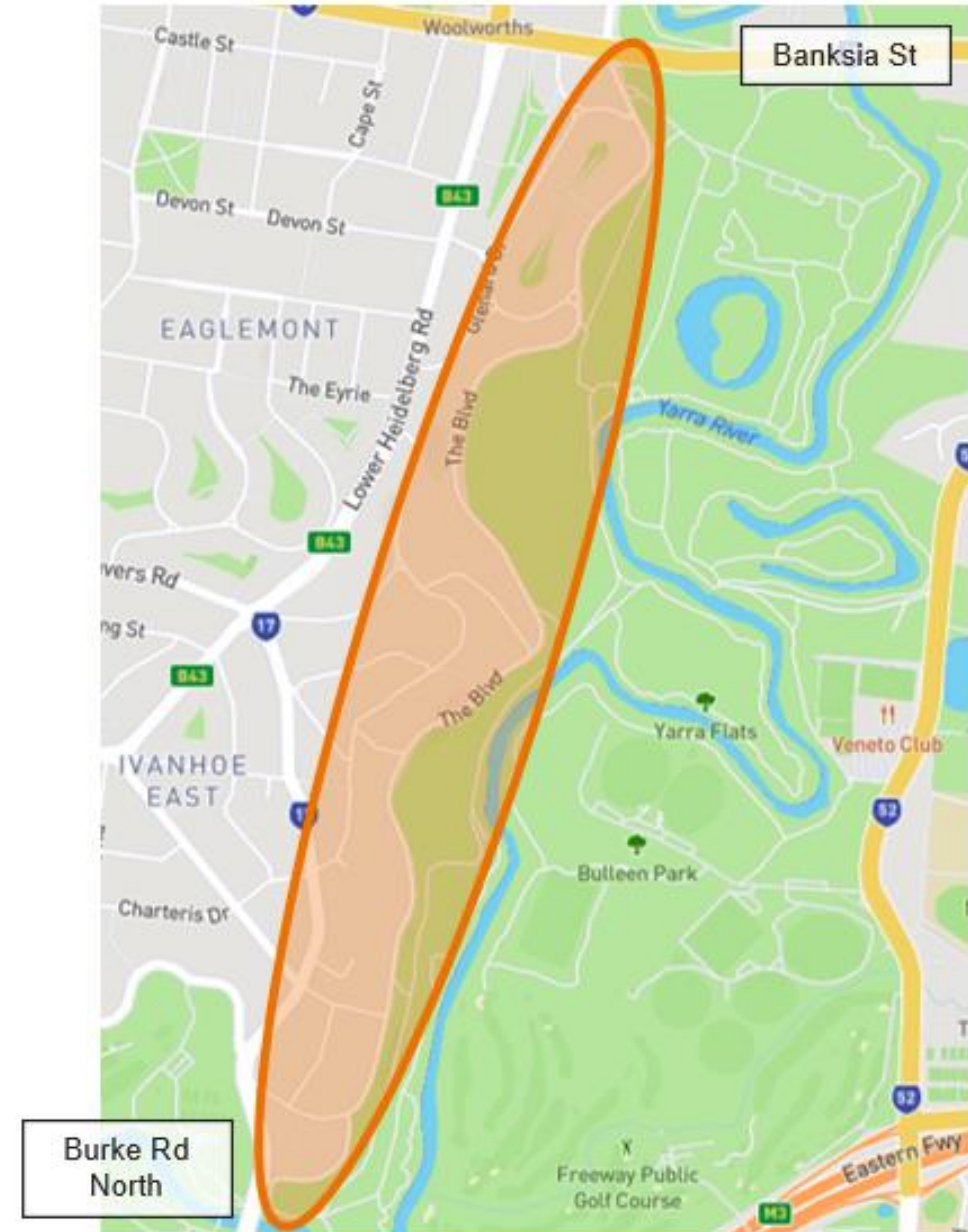
The study area of The Boulevard for this project is an approximately 2.8 kilometre section of unsealed road between Banksia Street at the northern end and Burke Road North at the southern end, proximate to the Main Yarra Trail as shown in Figure 2. With no signed speed limit, the residential default 50km/h applies. The southern section of the road is wider than the northern section, which is narrow and requires vehicles to slow down when passing.

Existing treatments to limit non-residential vehicle use includes The Boulevard being left-in / left-out only at its intersection with Burke Road North. Further, the northern end of The Boulevard has a 'no entry' sign south of Banksia Street from 4-6pm on weekdays north-bound and 7-9am south-bound, with bike riders excepted.

Key Users

The key users of The Boulevard need to be considered throughout the project, including residents, cyclists, walkers, and Council as a service provider to local residents. The project will closely consider the needs of each, understanding that users will have differing concerns and desires. It will be essential to meet the needs of all for a successful project.

Figure 2: Study area





1.3 Project Process





1.4 Site Observations



Poor condition of The Boulevard road surface



Lack of path for users of The Boulevard other than drivers



Inconsistency of surface: McArthur Rd (sealed) with The Boulevard (unsealed)



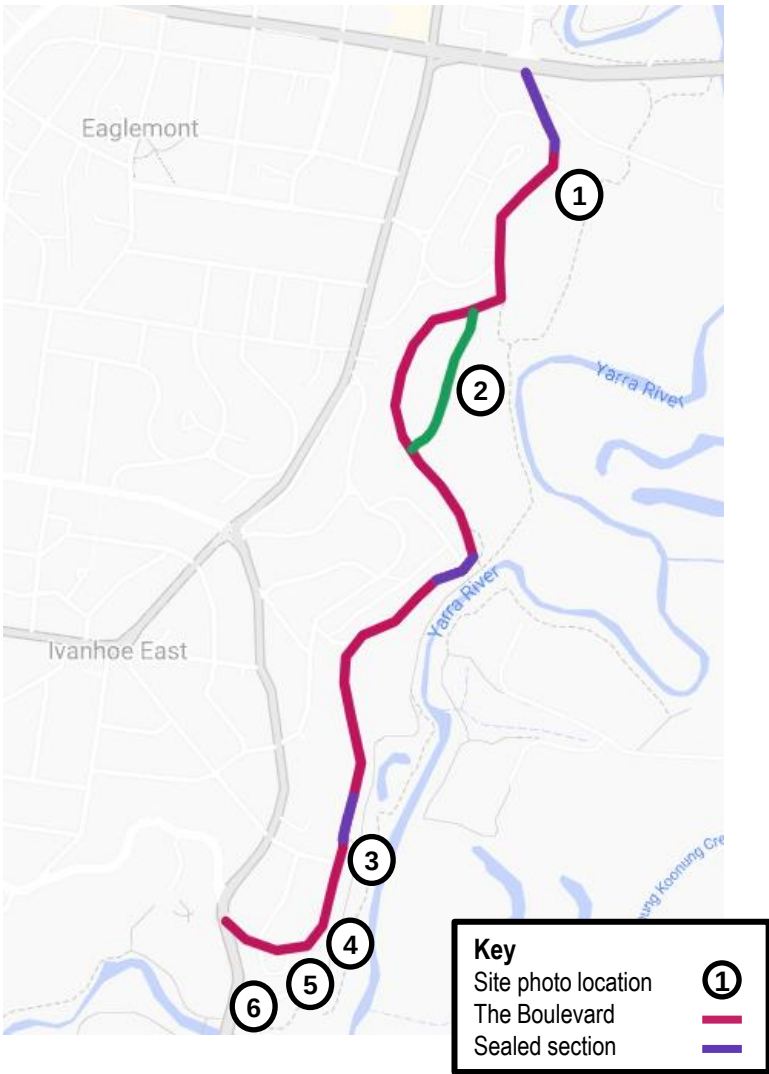
Angles of The Boulevard corners enable high speeds



Unsealed surface on Gruyere Crescent limits accessibility



Missing link to Main Yarra Trail at Burke Rd N/Gruyere Cres



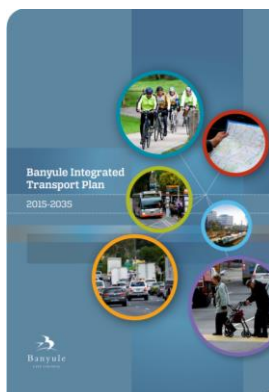


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How the Project Relates to Council Strategic Planning

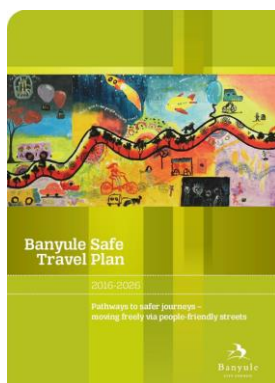
2.2 Policy Review

Improving access to The Boulevard aligns with existing strategic planning by Banyule City Council. Council has a clear objective of realising a sustainable and accessible transport network that brings benefits to the community.



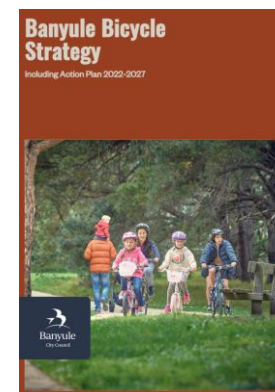
Banyule Integrated Transport Plan 2015-2035

This plan delivers on one of Council's Place objectives of the City Plan 2013-2017, providing long-term direction in transport and land use decisions in Banyule, with a vision where Banyule is a city with accessible, sustainable and active communities.



Banyule Safe Travel Plan 2016-2026

This plan seeks to achieve safe travel throughout Banyule on a network of people-friendly streets. It seeks to improve the safety of walking, cycling and travelling by public transport as well as reducing barriers to using these transport modes. The strategy seeks to reduce negative impacts of vehicular road traffic and improve community awareness of these negative effects to help to shift transport behaviour.



Banyule Bicycle Strategy 2022-2027

This plan seeks to create a safe, convenient and accessible network of cycling infrastructure for all ages and abilities. Consideration is to be given to linkages with other transport modes and key destinations, while complementing Banyule's natural environment, community character and the community's overall standard of living.



Banyule Walking Strategy 2018-2028

This plan provides three key strategic directions to improve walking in Banyule. It seeks to create a comprehensive walking network, make it safer, easier and more comfortable to walk throughout Banyule, and support a walking culture in Banyule. The strategy aims to overcome barriers to walking and improve accessibility of the walking network.

3

Traffic Information to Support the Project



3.1 Traffic Volumes

2022 traffic volume data was provided by Council for The Boulevard within the study area, with further traffic counts undertaken as part of this project in 2024. The locations assessed and the vehicles per day recorded are shown in Figure 4. On average, across the sites, there has been a 32% (65 vehicles per day) increase in traffic volumes over the last two years. This increase in traffic volumes highlights that discouraging rat running is a relevant consideration for this project.

Figure 4: 2024 & 2022 Traffic Volumes

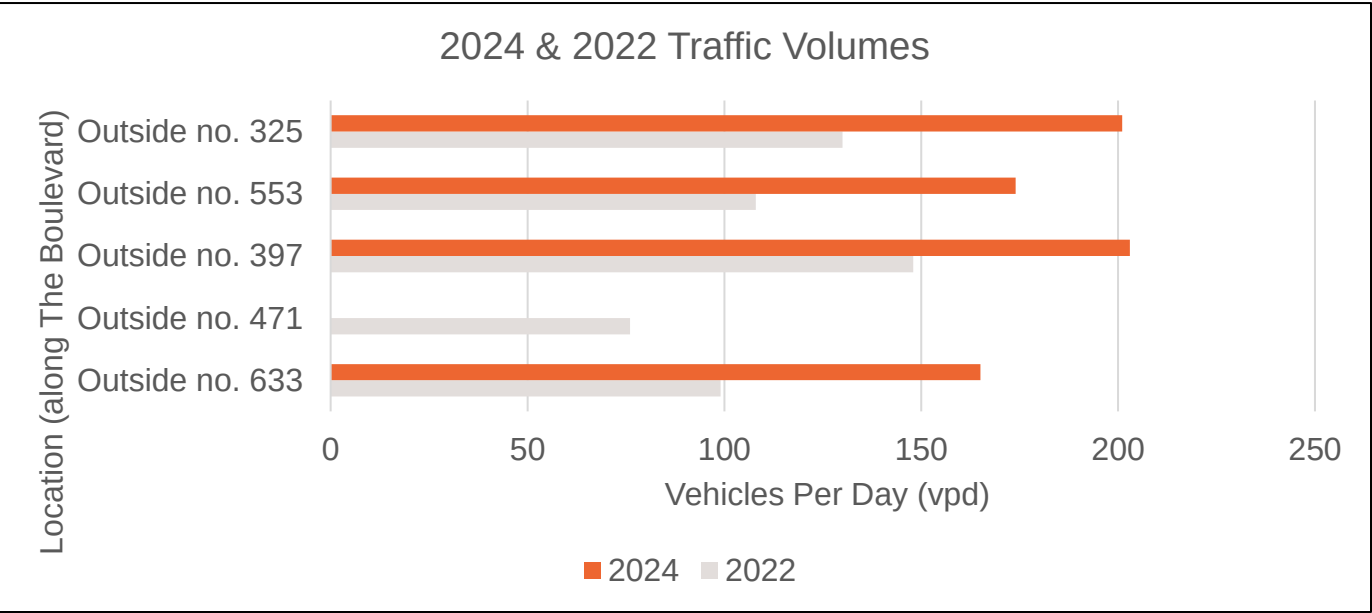


Figure 5: Traffic Count Locations



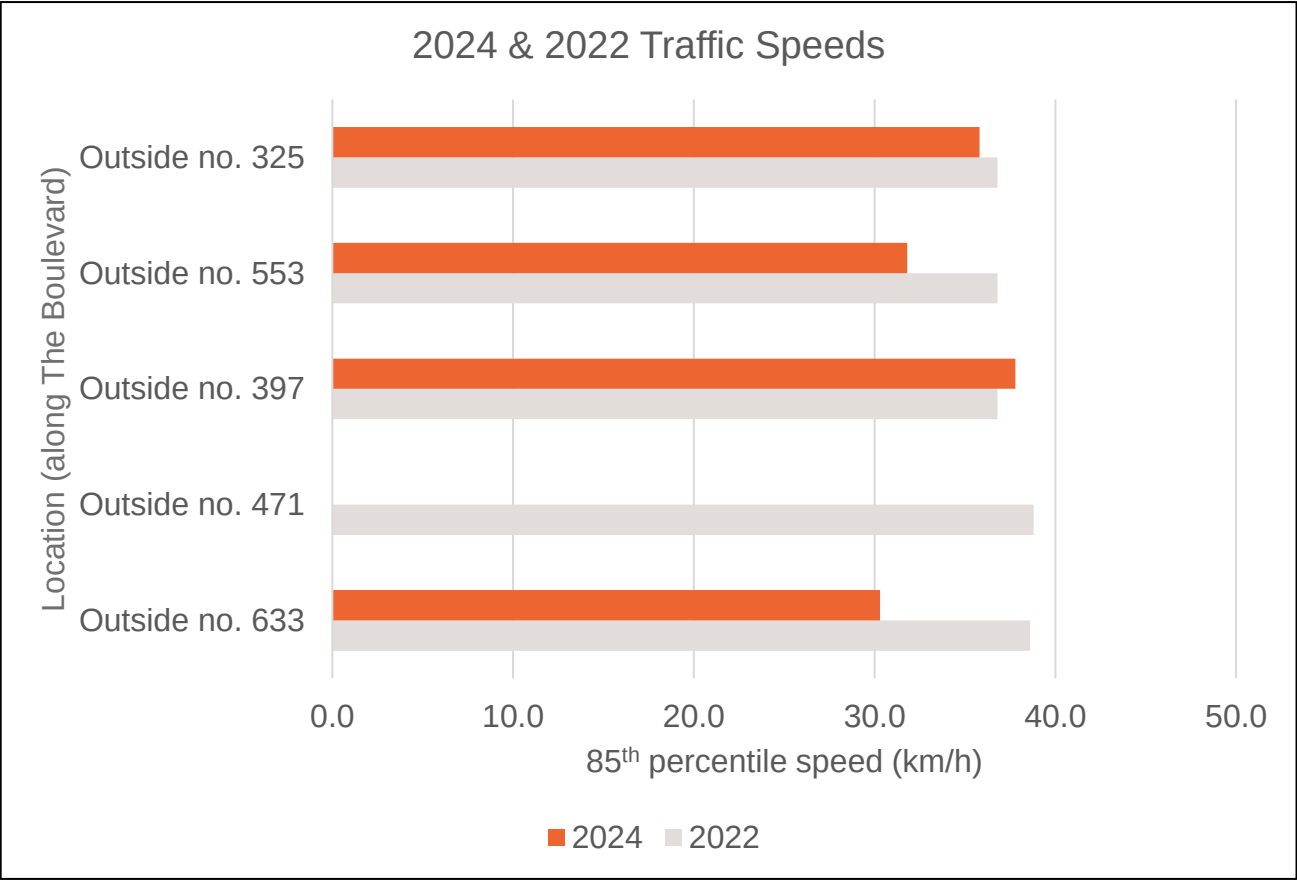


3.2 Traffic Speeds

The traffic speed data presented in Figure 6 indicates that between 2022 and 2024 most cars travelled at a speed below 40km/h.

Any improvements to The Boulevard should seek to maintain these low traffic speeds. Low traffic speeds are important for ensuring the roadspace can be shared across all users.

Figure 6: 2024 & 2022 Traffic Speeds





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Best Practice Transport Design Approaches



4.1 Designing for Safer Speeds

Signposted speed limits should be accompanied by design measures that create a street environment that reflects the assigned speed limit. Traffic calming measures can help to ensure motor vehicles travel at safer speeds.

Speed humps and speed cushions are common traffic calming measures. They slow down vehicles and, when properly spaced, can be an effective tool for creating a calmer street environment. Speed cushions are also suitable for slowing down vehicles on approaches to corners.

Slow points are another traffic calming measure that can also be effective in reducing traffic speeds. They work by only allowing one vehicle to pass through at a time. Slow points can also be installed with bypasses so that people cycling are not impacted by the treatment.

Speed humps on corner approach, Brunswick East, VIC



Slow point with cycle bypass, Footscray VIC





4.2 Traffic Filter

Traffic filters are a measure to improve walking and cycling conditions by restricting the passage of certain vehicles on a road or street.

The main purpose of traffic filters is to remove or reduce through traffic from a street and produce a safer environment for all road users. People walking and cycling are not restricted in their movements, which creates a safe place without having to entertain more sensitive issues such as removing parking.

The key to installing these filters is to position them strategically, allowing full access to all properties while encouraging through traffic to take alternative routes along streets better suited to carry higher traffic volumes.

Traffic filters can be implemented using bollards, planters, pocket parks, or kerb extensions.

Dwyer St, where only people cycling can exit the roundabout on one of the arms, Clifton Hill VIC



Traffic filter on Canning St, Melbourne's busiest cycling corridor, Carlton North VIC





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Proposed Design

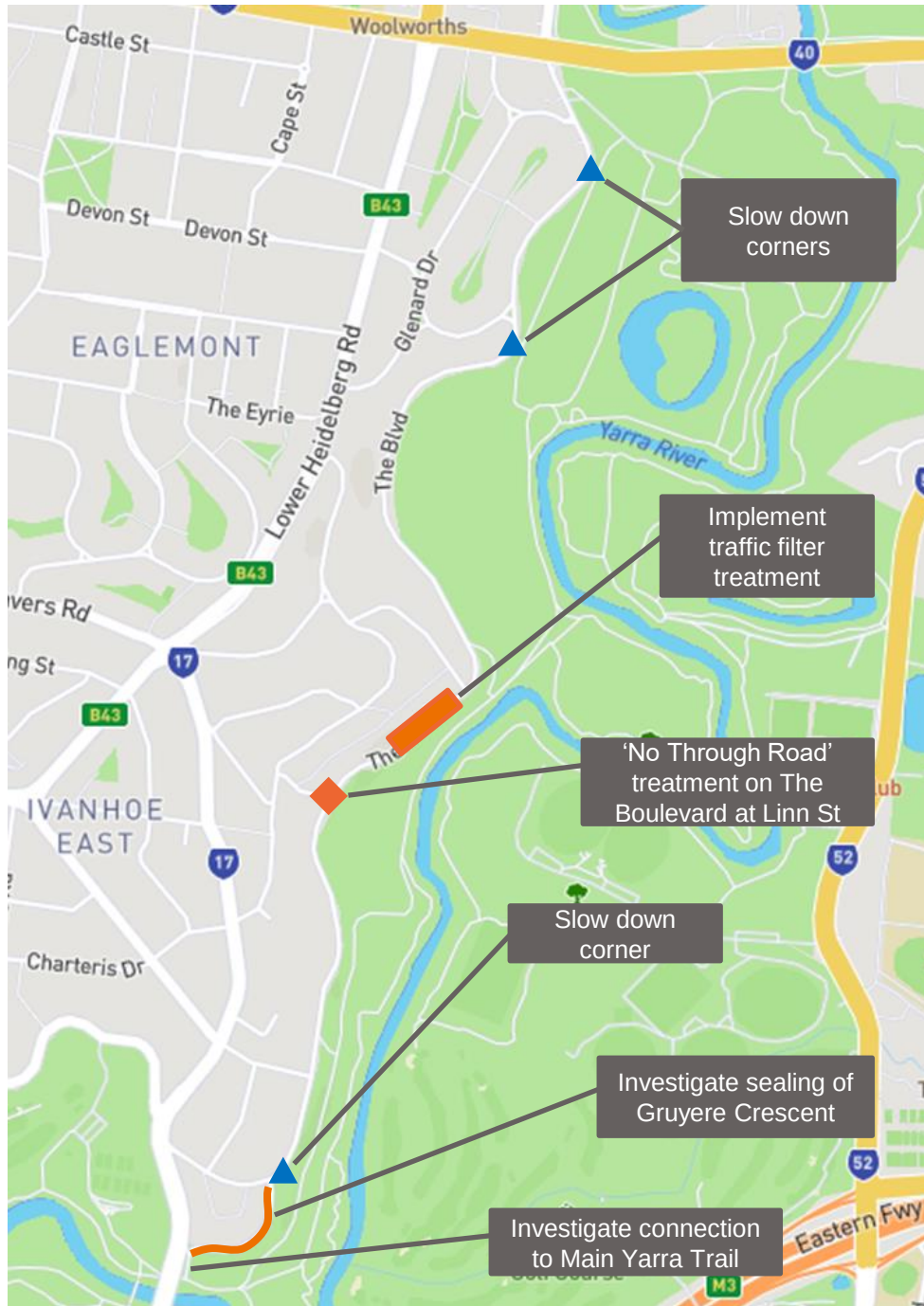


5.1 Design Overview

A high-level concept design option for The Boulevard has been developed in response to the local conditions and site observations. A map has been included, with the indicative location of the interventions outlined.

Project objectives considered in the design process include:

- Improve safety of access to The Boulevard for all road users
- Create a safer working environment for council staff
- Create a safer cycling and walking environment
- Maintain access to resident properties



5.2 Central Traffic Filter

Main Treatments

- Implement a traffic filter just south of McCubbin Street to prevent unnecessary through traffic (i.e. rat running) along The Boulevard. Cars and trucks will not have access through the traffic filter treatment. (See next page for more detail.)
- Implement 'No Through Road' treatment at Linn Street to encourage lower traffic volumes while maintaining property access
- Seal The Boulevard with consistent widths and gravel pass points

Complementary Treatments

- Design measures to reduce speeds on corners (for example: speed cushions on the approach to the corner and/or at the end of each corner; warning signs)
- Investigate the option to seal Gruyere Crescent.
- Investigate the feasibility of linking Gruyere Crescent to the Main Yarra Trail with a new shared user path.

Outcomes

Entire stretch of The Boulevard is sealed
Rat running prevented by limiting through traffic access
Opportunity for landscaping around traffic filter area
Creates safe and welcoming walking and cycling environment
Low cost intervention



5.3 Central Traffic Filter: Additional Details

Explanation:

- A traffic filter can be located here because there is a gap in the driveway access to properties on The Boulevard, due to driveways being located on The Conder.
- The location of the traffic filter, as outlined in this design option, prevents 'rat running' along the newly sealed Boulevard whilst not limiting access to any residential properties.
 - Property access remains via McCubbin Street, Linn Street, and The Conder as required.
- 'No Through Road' treatment at Linn St allows the only residential property with their driveway on The Boulevard between Linn St and McCubbin St to maintain access to their property.
- Traffic filter will contribute to a lower speed environment on The Boulevard.



5.4 Overview of Artist's Impression Locations





5.5 Artist's Impression: Linn Street





5.6 Artist's Impression: McCubbin Street





5.7 Artist's Impression: Between Linn St and McCubbin St

