



LEGEND

- - - Precinct Boundary
- Route Treatment
- Intersection Treatment

KEY

- 1** Advocate VicRoads for removal of weekday morning right turn ban, provision of traffic signals and tram stop upgrade
- 2** Kerb outstand and additional landscaping on eastern side of Westbank Tce at Park Ave
- 3** Convert school crossing to raised zebra crossing (subject to VicRoads approval)
- 4** Remove existing two speed humps and replace with up to three new sinusoidal speed humps
- 5** Widen footpath outside school
- 6** Kerb outstand and additional landscaping on eastern side of Westbank Tce at Campbell St
- 7** Median island and landscape treatments at bend
- 8** Convert school crossing to raised zebra crossing (subject to VicRoads approval)
- 9** Repurpose parking and create pedestrian friendly space with raised crossing, landscaping, seats, bike racks and outdoor dining opportunities
- 10** Reinstate parking on both sides of Tudor St

Taking it to the streets – Richmond

Recommended Local Area Place Making (LAPM) Plan

1 Yarra Blvd and Bridge Rd

Advocate VicRoads for removal of weekday morning right turn ban, provision of traffic signals and tram stop upgrade

91% liked this idea.

- Yarra Blvd is a VicRoads arterial road that should be expected to carry higher traffic volume
- Removal of the morning right turn bans from Bridge Rd into Yarra Blvd may reduce traffic using local streets such as Westbank Tce
- An upgrade of this intersection benefits all road users.

2 Westbank Tce and Park Av

Kerb outstands and additional landscaping on eastern side of Westbank Tce and Park Av

67% liked this idea. Estimated cost \$30,000

- A narrower intersection may reduce speed, improve sight lines and reduce pedestrian crossing distance.

3 Yarra Blvd

Convert school crossing to raised zebra crossing (subject to VicRoads approval)

91% liked this idea. Estimated cost \$20,000

- Raising the crossing lowers travel speed and increases the attention of all road users.
- A zebra crossing allows pedestrians to have priority to cross at all times.

4 Westbank Tce

Remove existing two speed humps and replace with up to three new sinusoidal (bike friendly) speed humps

70% liked this idea. Estimated cost \$50,000

- The new style of speed hump is designed to be more comfortable for bike riders while retaining the same performance as more traditional humps
- An additional hump improves the spacing which may reduce overall speed through the street.

5 Yarra Blvd

Widen footpath outside Melbourne Girls' College

95% liked this idea. Estimated cost \$20,000

6 Westbank Tce and Campbell St

Kerb outstands and additional landscaping on eastern side of Westbank Tce and Campbell St

67% liked this idea. Estimated cost \$20,000

- A narrower intersection may reduce speed, improve sight lines and reduce pedestrian crossing distance.

7 Westbank Tce between Vesper St & Campbell St

Median island and landscape treatments at bend in Westbank Tce

70% liked this idea. Estimated cost \$40,000

- The treatment may control vehicle speed and driver behavior through the bend.

- Five parking spaces to be removed from outside Burnley Backyard to allow treatments.
- Consultation on reinstating parking to both sides of Tudor Street recommended to offset parking loss.

8 Yarra Blvd

Convert school crossing to raised zebra crossing (subject to VicRoads approval)

86% liked this idea. Estimated cost \$20,000

- Raising the crossing lowers travel speed and increases the attention of all road users.
- A zebra crossing allows pedestrians to have priority to cross at all times.

9 Bendigo St between Brooks St and Albert Pl

Repurpose parking outside Bendigo St Milk Bar and create pedestrian friendly space with raised crossing, landscaping, seats, bike racks and outdoor dining opportunities

83% liked this idea. Estimated cost \$120,000

- The treatment provides an important east-west pedestrian link through the area and the opportunity for an inviting public space.
- Up to three parking spaces may need to be removed from the area, however two spaces could be reinstated on the west side by modifying the existing garden bed.

10 Tudor St

Reinstate parking on both sides of Tudor Street

- The width of Tudor Street is satisfactory to allow parking on both sides on safety and traffic grounds.
- Unimpeded two-way flow is not required on Tudor Street.
- Parking physically narrows the road space which can reduce speed and deter through traffic.
- Reinstating parking provides additional parking for local residents and visitors to the area.
- Consultation on the most appropriate parking time restriction shall be undertaken.

Taking it to the streets – Richmond

Recommended Local Area Place Making (LAPM) Plan

Projects to advocate to VicRoads

Bridge Road, Burnley Street, Swan Street and Yarra Boulevard are managed by VicRoads, the state road authority. Another output of our LAPM study will be to provide a priority list of actions for advocacy to VicRoads. These actions include:

Bridge Rd

- Completion of VicRoads' Bridge Road Safety Improvement Project to original specifications including raised threshold treatments at side street intersections for improved pedestrian access.
- A reduced speed limit
- Tram stop upgrades
- A new pedestrian signal when warranted midblock between Yarra Boulevard and Burnley Street

Burnley St

- A reduced speed limit
- Raised threshold treatments at side street intersections for improved pedestrian access
- Continue bike lanes to intersections of Bridge Road and Swan Street.

Swan St

- A reduced speed limit
- Make pedestrian traffic lights at Stawell Street clearly visible to citybound road users
- Raised threshold treatments at side street intersections for improved pedestrian access
- A new pedestrian signal when warranted near Bendigo Street.