McIvor Highway Junortoun road safety issues
November 2017

Discussion paper, prepared by
Junortoun Community Action Group Inc.
for community meeting with VicRoads
16 November 2017
About this document

This document has been developed by the Transport, Recreation and Infrastructure Working Group of the Junortoun Community Action Group during 2017.

This document has been written to assist a conversation between the Junortoun community and VicRoads about the safety of McIvor Highway in Junortoun and to learn more about VicRoads’ long-term plans for the highway. It will be used in preparation for a public meeting to be held in November 2017.

The Junortoun Community Action Group, on behalf of Junortoun residents, businesses and school families has identified several safety concerns along the highway and are grateful to VicRoads for the opportunity to share and discuss these issues.

Abbreviations and terms used in this document:

- **CCB** – Catholic College Bendigo
- **COGB** – City of Greater Bendigo
- **JCAG** – Junortoun Community Action Group Inc.
- **OKRT** – O’Keefe Rail Trail
- “Trotting-Cousins” track – cycling and walking track leading through the Greater Bendigo National Park between Trotting Terrace Junortoun and Cousins Street Strathdale.

Authorship

This plan has been prepared by the Junortoun Community Action Group Inc. 2017.

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Maps have been sourced from OpenStreetMap - [www.openstreetmap.org](http://www.openstreetmap.org)

Summary of issues

General theme
- Conflicts between local traffic accessing local roads and through traffic, including heavy vehicles.

General issues
- Speed of traffic
- Provisions for pedestrians
- Provisions for cyclists
- Public transport
- Road maintenance

Issues related to specific locations
1. Intersection of Pratts Park Road.
3. Access to All Stone Quarries site.
4. Intersection of Bendigo Domain Village
5. Intersection of St Vincents Road and access to Post Office and nearby residential subdivisions.
6. Intersections of Rodilisa Garden Supplies, and of Cashens Road.
7. Intersection of Wilkie Road
8. Intersection of Somerset Park Road
9. Intersection of Popes Road
10. Intersections of Pepperton Place, Domenica Drive and Homebush Drive (east)
11. Intersection of Bennetts Road and Alexander Road.
Background

The Junortoun Community Action Group Inc. was formed in 2012 to develop a community plan for the suburb of Junortoun. Following the preparation and launch of the first Junortoun Community Plan in December 2012 the Action Group has turned its attention to implementing the community’s priorities detailed in the plan. The Action Group focuses its work in two areas:

- Building a stronger sense of community among residents of Junortoun, especially through communication and events,
- Improvements to facilities and services including transportation, sporting, recreation and other infrastructure.

One of the objectives of the Transport, Recreation and Infrastructure working-group is to advocate for safe infrastructure and services that meet the needs of Junortoun residents.

Context

The work of JCAG and its volunteers is directed by the priority actions identified in the Junortoun Community Plan (2013-15). These were reinforced in the Junortoun Community Plan (2017-22). Priority actions relevant to this road safety discussion include:

<table>
<thead>
<tr>
<th>Theme</th>
<th>Goal</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>Improve road safety along McIvor Highway</td>
<td>• Advocate for more bicycle paths to be established</td>
</tr>
<tr>
<td>Sport and Recreation</td>
<td>Improve access to sporting and recreational facilities</td>
<td>• Work to develop walking/bicycle tracks to allow better access to schools and other facilities in Strathfieldsaye</td>
</tr>
<tr>
<td></td>
<td>Improve connection within Junortoun, and between Junortoun and Strathfieldsaye</td>
<td></td>
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</tbody>
</table>

Area of discussion

This document discusses road safety along McIvor Highway Junortoun, from the intersection of Pratts Park Road in the west to the intersection of Bennetts Road in the east. McIvor Highway is the only road for which VicRoads has responsibility in Junortoun.

There are other roads in Junortoun for which JCAG has safety concerns, for example Junortoun Road, and Trotting Terrace, however these roads are the responsibility of the City of Greater Bendigo and are not discussed in this document.
Key locations along McIvor Highway Junortoun

To assist the discussion, the following table lists key locations travelling east along McIvor Highway, commencing at 0km at the intersection of McIvor Highway with Pratts Park Road and Wildflower Drive. *All distances are approximate.*

<table>
<thead>
<tr>
<th>Distance from origin</th>
<th>Description and features of location</th>
<th>Issues and concerns</th>
</tr>
</thead>
<tbody>
<tr>
<td>0km</td>
<td>Cnr of Pratts Park Road (T-intersection) Wildflower Drive entrance, Junortoun sign (suburb boundary). 90km/h section commences Right turning lane for west-bound traffic Left turning lane for east-bound traffic. No lighting over the intersection.</td>
<td>Pedestrian access – footpath required on north side. Needs to connect to local shop. Use of this intersection by heavy vehicles. Is 90km/h appropriate for this section?</td>
</tr>
<tr>
<td>0.3km</td>
<td>Entrance to All Stone Quarries No overhead lighting. No turning lanes.</td>
<td>Use of the entrance by heavy vehicles. No turning lanes Damage to road surface from long and heavy vehicles Gravel on road surface.</td>
</tr>
<tr>
<td>0.4km</td>
<td>Markovich Lane Bendigo Bushland Trail crossing Service lane commences (north-side)</td>
<td>Safety of crossing point. Gravel on road surface.</td>
</tr>
<tr>
<td>0.5km</td>
<td>Entrance to future industrial estate No overhead lighting. No turning lanes.</td>
<td>What provisions will be made when estate is commissioned? Current use by Domain Village construction vehicles. Gravel on road surface.</td>
</tr>
<tr>
<td>0.8km</td>
<td>Entrance to Bendigo Domain Village</td>
<td>Quality of road surface Slow vehicles from estate joining highway Gravel on road surface Pedestrian crossing point issues Footpath issues.</td>
</tr>
<tr>
<td>1.0km</td>
<td>Service lane entrance point Right turning lane No lighting over intersection</td>
<td></td>
</tr>
<tr>
<td>1.2km</td>
<td>Atlas Road (west) intersection. Entrance to Trotting Track / Greyhound Track Traffic lights. Turning lanes. Well-lit intersection.</td>
<td>Address road access for sub-divisions on north of highway. PTV bus stop desirable in this area.</td>
</tr>
<tr>
<td>1.6km</td>
<td>Access Road to Halter Court Narrow, one lane, gravel surface, situated on bend, no signage.</td>
<td></td>
</tr>
<tr>
<td>1.7km</td>
<td>St Vincents Road Right turning lane Good lighting over intersection</td>
<td>Needs joining lane (west-bound), especially for school buses Footpath issues in this area, especially between St Vincents Road and Atlas Road (through or alongside trotting track?) Speed concerns at this location.</td>
</tr>
<tr>
<td>1.8km</td>
<td>Entrance to Post Office and General store Entrance to subdivisions (currently by unsealed road)</td>
<td>No safe pedestrian crossing point Future plans for service road? Speed concerns adjacent to school.</td>
</tr>
<tr>
<td>Distance from origin</td>
<td>Description and features of location</td>
<td>Issues and concerns</td>
</tr>
<tr>
<td>----------------------</td>
<td>--------------------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>2.3km</td>
<td>Crossing of O'Keefe Rail Trail</td>
<td>Safety of crossing point</td>
</tr>
<tr>
<td></td>
<td>Bendigo Baptist Church</td>
<td>Plan for underpass in the long-term.</td>
</tr>
<tr>
<td></td>
<td>Bus Stop</td>
<td></td>
</tr>
<tr>
<td>2.4km</td>
<td>Park Lane Caravan Park</td>
<td></td>
</tr>
<tr>
<td>2.7km</td>
<td>Rodilesa plant supplies</td>
<td>Vehicles entering and exiting business.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Gravel (stones) on road surface</td>
</tr>
<tr>
<td>2.9km</td>
<td>100km/h sign commences</td>
<td>Is 100km/h appropriate for this (1.7km) section?</td>
</tr>
<tr>
<td></td>
<td>Cashens Road</td>
<td>Turning lane desirable</td>
</tr>
<tr>
<td></td>
<td>No turning lane</td>
<td>Intersection lighting desirable</td>
</tr>
<tr>
<td></td>
<td>No lighting over intersection</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Poor line of sight along highway</td>
<td></td>
</tr>
<tr>
<td>3.2km</td>
<td>Hoctors Lane</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No turning lane</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No lighting over intersection</td>
<td></td>
</tr>
<tr>
<td>3.7km</td>
<td>Wilkie Road</td>
<td>Turning lane desirable</td>
</tr>
<tr>
<td></td>
<td>(major route through to Strathfieldsaye)</td>
<td>Intersection lighting required.</td>
</tr>
<tr>
<td></td>
<td>No turning lane</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No lighting over intersection</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Poor line of sight along highway</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(situated on bend)</td>
<td></td>
</tr>
<tr>
<td>4.0km</td>
<td>Manning Road</td>
<td>Turning lane desirable</td>
</tr>
<tr>
<td></td>
<td>No turning lane</td>
<td>Intersection lighting desirable</td>
</tr>
<tr>
<td></td>
<td>No lighting over intersection</td>
<td></td>
</tr>
<tr>
<td>4.3km</td>
<td>Atlas Road (east)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No turning lane</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No lighting over intersection</td>
<td></td>
</tr>
<tr>
<td>4.3km</td>
<td>Somerset Park Road</td>
<td>Turning lane desirable</td>
</tr>
<tr>
<td></td>
<td>Bus stop</td>
<td>Intersection lighting desirable</td>
</tr>
<tr>
<td></td>
<td>No turning lane</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No lighting over intersection</td>
<td></td>
</tr>
<tr>
<td>4.5km</td>
<td>Jean Alice Drive</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No turning lane</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No lighting over intersection</td>
<td></td>
</tr>
<tr>
<td>4.6km</td>
<td>90km/h sign</td>
<td>Intersection lighting desirable</td>
</tr>
<tr>
<td>4.8km</td>
<td>Homebush Drive (west)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Right turning lane</td>
<td>Intersection lighting desirable</td>
</tr>
<tr>
<td></td>
<td>No lighting over intersection</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Visibility along highway is OK</td>
<td></td>
</tr>
<tr>
<td>5.1km</td>
<td>Popes Road</td>
<td>Turning lane desirable (right-turn west-bound)</td>
</tr>
<tr>
<td></td>
<td>Access road to pub and CFA</td>
<td>Requires safe crossing point for pedestrians.</td>
</tr>
<tr>
<td></td>
<td>Bus stop</td>
<td>Speed concerns</td>
</tr>
<tr>
<td></td>
<td>No turning lanes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No lighting over intersection. One street</td>
<td></td>
</tr>
<tr>
<td></td>
<td>light nearby.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Visibility obscured by crest</td>
<td></td>
</tr>
<tr>
<td>5.4km</td>
<td>100km/h sign commences</td>
<td>Is 100km/h appropriate for this section?</td>
</tr>
<tr>
<td></td>
<td>Consider starting 100km/h zone 1.2km further east.</td>
<td></td>
</tr>
<tr>
<td>Distance from origin</td>
<td>Description and features of location</td>
<td>Issues and concerns</td>
</tr>
<tr>
<td>----------------------</td>
<td>-------------------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>6.0km</td>
<td>Pepperton Place</td>
<td>Speed concerns</td>
</tr>
<tr>
<td></td>
<td>Right turning lane</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Good lighting over intersection</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Good visibility</td>
<td></td>
</tr>
<tr>
<td>6.1km</td>
<td>Domenica Drive</td>
<td>Speed concerns</td>
</tr>
<tr>
<td></td>
<td>Right and left turning lanes</td>
<td>Requires PTV bus stop in this area.</td>
</tr>
<tr>
<td></td>
<td>Good lighting over intersection</td>
<td>Requires safe crossing point for pedestrians.</td>
</tr>
<tr>
<td></td>
<td>Good visibility</td>
<td></td>
</tr>
<tr>
<td>6.4km</td>
<td>Homebush Drive (East)</td>
<td>Speed concerns</td>
</tr>
<tr>
<td></td>
<td>Right and left turning lanes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Good lighting over intersection</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Good visibility</td>
<td></td>
</tr>
<tr>
<td>7.3km</td>
<td>Bennets Road, Alexander Road</td>
<td>Turning lanes desirable</td>
</tr>
<tr>
<td></td>
<td>No turning lanes. No lighting over intersection</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Visibility obscured by bend</td>
<td></td>
</tr>
<tr>
<td>7.4km</td>
<td>Longlea and Junortoun location signs.</td>
<td>Suburb boundary</td>
</tr>
</tbody>
</table>

**Current situation (October 2017):**

Junortoun is a growing semi-rural residential suburb 8km east of Bendigo. It has few community facilities, for example no primary school, kindergarten, medical practice or pharmacy. It has a small post office and general store. Residents access schools, shopping, professional and other services in a number of adjacent suburbs including Strathfieldsaye, Strathdale, Kennington and central Bendigo.

There is negligible public transport service in Junortoun, and bicycle routes are inconsistent and not well connected. Therefore the residents of Junortoun are highly car dependent and use the McIvor Highway spine for nearly all activities including:

- Travel to schools, and universities
- Travel to places of employment
- Travel to local Junortoun businesses
- Travel to other shops and services, e.g. supermarket, medical, financial services
- Travel to community facilities, sporting facilities and playgrounds
- Travel to local family and friends
- Travel to access places further away, e.g. to Melbourne or other regional centres.

The residents of Junortoun use McIvor Highway many times every day, usually travelling in private motor vehicles. The 2016 census reports that 78.5% of people living in Junortoun travelled to work by motor vehicle\(^1\).

Large numbers of buses currently enter and depart Catholic College Bendigo throughout the day, especially at school commencement and end times. The presence of these buses adds a challenge to less-experienced school-aged cyclists.

Bicycle lanes along the highway are not contiguous and stop at the intersection of Atlas Road (west).

\(^1\) Australian Bureau of Statistics 2016 Census Quickstats.
Traffic volume is increasing along McIvor Highway in line with population growth in Bendigo and Victoria. The Highway is increasingly used to travel between Bendigo and Melbourne as an alternative to the Calder Highway, especially to access Melbourne’s northern suburbs.

**Future development plans in Junortoun**

JCAG understands that Catholic College Bendigo is planning extensive developments to its La Valla campus, some of which commenced in September 2017. This is likely to increase vehicle traffic to the site, and possibly drive demand for improved cycling connections for a wide range of age groups, from pre-primary to older adults. It will be important to provide safe, integrated bicycle access to CCB from all directions. The CCB location on the O’Keefe Rail Trail and the “Trotting-Cousins” track represents a significant opportunity for strong cycling connections.

The Bendigo Baptist Church previously had plans to open a primary school at its Junortoun site, however it is understood these plans have been changed due to a number of factors, including VicRoads requirements at its property entrance.

It is understood that VicRoads has long-term plans to duplicate the McIvor Highway through Junortoun. JCAG believes, from previous discussion with VicRoads, that this is unlikely to occur for at least 15-20 years, maybe longer.

**Current public transport passing through Junortoun**

A bus service between Heathcote and Bendigo passes through Junortoun and provides a once daily service to and from Bendigo for local residents. The bus passes through Junortoun at about 8:00am every morning (Monday to Friday), and departs the Bendigo Railway Station on its evening journey at 5:30pm.

This service has a number of shortcomings including:

- Lack of frequency.
- No weekend service.
- No route number.
- Does not accept myki.
- Pick up locations in central Bendigo are not sign-posted.
- Additional bus stop locations are required along McIvor Highway.
- “Final mile” issues remain to enable local residents to access their nearest bus stop.

The Victorian Department of Transport promised to explore options for additional public transport to Junortoun and along the McIvor Highway in January 2016, but to date no progress has occurred.
Current cycling infrastructure passing through or near Junortoun

The following cycling related infrastructure is present in or near Junortoun.

- O'Keefe Rail Trail, which extends from Bendigo to Heathcote.
- Strathfieldsaye network of cycling and walking paths
- Bendigo Bushland Trail (Eastern arm)
- Sealed path from Cousins Street to Trotting Terrace (the “Trotting-Cousins” path)
- On-road Bicycle lanes on McIvor Highway – between Lords Raceway and the Bendigo CBD.

There is an intention to construct an off-road cycling and walking track through Greater Bendigo National Park to connect McIvor Forest Estate Junortoun with the Strathfieldsaye network of cycling/walking trails.
General issues

General issue 1: Speed limits along McIvor Highway

In two resident surveys (2012 and 2016) the issue of speed limits along McIvor Highway has been raised as being of concern to residents. Most responses stating that a reduction in speed along McIvor Highway through Junortoun is desirable for the safety of locals and to reduce conflict between local traffic and faster-moving through traffic.

The speed limit of 90km/h outside Catholic College Junortoun has also been questioned, when other similar locations, e.g. Calder Highway at Big Hill, have a speed limit of 60km during school hours.

Questions for discussion

- Given the growth in residential housing in Junortoun, particularly at the western end of the suburb, are speed limits of 90km/h and 100km/h still appropriate for McIvor Highway?
- Should the 100km/h limit east of Popes Road commence/end further east than it currently does. E.g. between Bennets Road and Homebush Drive (east), instead of currently between Popes Road and Pepperton Place.
- Why is the speed limit of McIvor Highway adjacent to Catholic College Bendigo 90km/h during school times? Should this be reduced to 60km/h during school arrival and departure times?

General issue 2: Provision for pedestrians

There are a number of locations where there is poor footpath provision. E.g. near Pratt’s Park Road; near Bendigo Domain Village; between Atlas Road (west) and St Vincents Road; and around St Vincents Road and the Post Office and General Store.

Safe crossing points are needed to facilitate a number of pedestrian movements, particularly to access the Post Office and General Store and to access bus stops, e.g. at Popes Road and ultimately at Domenica Drive.

Good pedestrian access paths should be provided to bus stops along the highway.

There is opportunity to upgrade a segregated cycling and walking path, currently used for training horses, on the south side of along McIvor Highway between the intersection with the O’Keefe Rail Trail through to Wildflower Drive.

Questions for discussion

- Who has responsibility for planning, specifying and installing footpath connections?
- What footpath provisions will be made at Pratts Park Road with the approval of the new subdivision? Will this connect to APCO?
- Can pedestrian safety improvements be made at St Vincent’s Road to allow pedestrians to cross safely to access the Post Office and General Store?
- Can pedestrian safety improvements be made at Popes Road to allow pedestrians to cross safely to access the hotel and bus stop?
- What is the expectation for pedestrians walking on the south side of McIvor Highway between Atlas Road (west) and St Vincents Road? Should people walk along the highway or through the Trotting and Greyhound Track? Would VicRoads consider installing advisory signs for pedestrians are needed in this location?
General issue 3: Provision for bicycle riders

On-road bicycle lanes are present along McIvor Highway from Harley Street (the flagpoles), leading westward to and from the Bendigo CBD. However east of the flagpoles the bicycle lanes are non-contiguous, road markings and bicycle lane signage are often absent, the highway narrows, and the quality of the hard-shoulder deteriorates, except for some road markings around the traffic-signal controlled intersection with Atlas Road. East of Atlas Road there is no on-road markings for cyclists.

The Principle Bicycle Network\(^2\) shows that there is a “current” on-road bicycle route west of St Vincents Road, and that an on-road bicycle route is proposed for McIvor Highway between St Vincents Road and the intersection with the O’Keefe Rail Trail. The reality is that investment for on-road cycling paths along McIvor Highway between the flagpoles and the OKRT falls well short of expectations.

In addition:

- Support for Bendigo Bushland Trail users to safely cross McIvor Highway near Markovich Lane require review.
- Support for O’Keefe Rail Trail users to safely cross McIvor Highway are inadequate. Ultimately grade-separation (an underpass) at this intersection should be planned.

A separated walking/cycling (horse training) track is present on the south side of McIvor Highway between the O’Keefe Rail Trail and Wildflower Drive. This has the potential to serve students of Catholic College Bendigo and pedestrians from Bendigo Domain Village, however:

- The track is overgrown in places.
- The sandy surface makes use of the track by bicycles, prams and wheelchairs difficult.
- There are conflicts with heavy vehicles at All Stone Quarries and at the future light industrial estate (currently being used by construction vehicles).

Questions for discussion

- Do the existing facilities (lane width, road markings, signage) meet the requirements of the Principle Bicycle Network west of St Vincents Road (between CCB and CBD)? If not, what will be done to bring the facilities for cyclists up to standard?
- When will the proposed on-road bicycle lane be installed between St Vincents Road and the O’Keefe Rail Trail crossing point? What can be done by our community to advocate for this to be prioritised?
- Can improvements and maintenance be made to the separated track that is present on the south side of McIvor Highway to benefit cyclists and walkers?
- How can our community advocate for bicycle lanes to be extended along McIvor Highway all the way to Bennetts Road?
- Which agency is responsible for road-sweeping of bicycle lanes to ensure they are free of debris? How can residents initiate such a service?
- Are there any plans for grade-separation of the O’Keefe Rail Trail crossing point at Junortoun? How could our community advocate for this?

General issue 4: Public transport along McIvor Highway

Although this is not directly a VicRoads issue, it is worth noting in the context of discussions about the safety and future of McIvor Highway Junortoun.

A bus service between Heathcote and Bendigo passes through Junortoun and provides a once daily service to and from Bendigo for local residents. The bus passes through Junortoun at about 8:00am every morning (Monday to Friday), and departs the Bendigo Railway Station on its evening journey at 5:30pm.

This service has several shortcomings including:

- Lack of frequency
- No weekend service
- No route number
- Does not accept Myki
- Pick up locations in central Bendigo are not sign-posted.

The Department of Transport promised to explore options for additional public transport to Junortoun and along the McIvor Highway in January 2016, but to date no progress has occurred.

Bus services along McIvor Highway are relevant because:

- Increased use of buses by local residents would decrease private vehicle use and reduce traffic on the highway and in Bendigo.
- Suitably designed, safe bus stops need to be planned into any highway development works.
- Bus stops need to be supported by safe and durable infrastructure that encourages public transport use including footpaths, bus shelters, bicycle racks, concrete bases and crossing points.

There are two locations where additional PTV bus stops should be considered.

- Near the corner of St Vincents Road and McIvor Highway
- Near Domenica Drive / Pepperton Place.

Safe crossing points should be provided to assist pedestrians to access bus stops along McIvor Highway.

General issue 5: Road maintenance

Residents wish to ensure that the highway is maintained to a high standard for reasons of safety, usability, travel comfort and pride. They are concerned with:

- Road surface quality, especially around Bendigo Domain Village area and where heavy vehicles have impact such as near All Stone Quarries and Pratts Park Road intersections.
- Road debris and road surface sweeping, which presents a hazard for cyclists and motor vehicles.
- Litter and maintenance of roadside vegetation

These are ongoing issues for residents and road users alike.

Questions for discussion

- Who has responsibility road maintenance issues along McIvor Highway?
- What is the best method for residents to use to identify locations that require maintenance?
Specific locations and issues

Issue 1: Intersection of Pratts Park Road and McIvor Highway

Description

T-intersection with Pratts Park Road used by heavy vehicles and local traffic travelling to/from East Bendigo industrial estate and to Midland Highway. A right turning lane allows for west-bound vehicles to pass turning right-turning vehicles.

New residential subdivision has recently been approved in Pratts Park Road at this intersection.

- Highway speed at this point: 90km/h
- Turning lanes: Yes, left-turn east-bound and right-turn west-bound.
- Joining lanes: No
- Intersection lighting: None. Single streetlight nearby.

Identified problems

- Heavy vehicle users have reported that the camber at this intersection is unhelpful for heavy vehicles.
- Serious crashes have been reported at this intersection. There is inadequate lighting at this intersection.
- There are no footpaths in the vicinity, although there is evidence of use by pedestrians.

Questions for discussion

- Does the intersection meet the current and future needs of heavy and other vehicles using Pratts Park Road?
- Which agency is responsible for requiring footpaths at this intersection? What footpath connections will be provided as a condition of the future subdivision at this location? How can local residents influence this?
Issue 2: Access road to future light industrial estate (currently being used by Domain Village construction vehicles)

Description
Access road to future industrial estate, likely to be used by a range of medium and heavy vehicles.
Highway speed at this point: 90km/h
Turning lanes: None.
Joining lanes: None
Intersection lighting: None.

Identified problems
- Vehicles entering this industrial estate may conflict with through traffic travelling at 90km/h.
- Potential damage to road surface caused by heavy vehicles and long vehicles taking a wide path to enter access road.
- Current damage to road surface and contribution to road debris including gravel and stones from current use to access Bendigo Domain Village construction activity.
- Conflicts with pedestrians and other users of path alongside highway.

Questions for discussion
- What provisions will be made for road user safety in this area including pedestrians, cyclists and vehicles?
- Which agency is responsible for road-sweeping and removing debris at this point? How can residents and road users initiate such maintenance?
Issue 3: Access road to All Stone Quarries site from Mclvor Highway

Description
Access road to commercial premises that used by heavy vehicles and long vehicles.
Highway speed at this point: 90km/h
Turning lanes: None.
Joining lanes: None
Intersection lighting: None.

Identified problems
- Slow moving heavy vehicles accessing local business and entering Mclvor Highway where traffic is travelling at 90km/h.
- Damage to road surface caused by heavy vehicles and long vehicles taking a wide path to enter access road.
- Contribution to road debris including gravel and stones.
- Conflicts with pedestrians and other users of path alongside highway.

Questions for discussion
- Is the construction of the highway and intersection at this point suitable for the heavy vehicles that use the adjacent premises?
- Which agency is responsible for road-sweeping and removing debris at this point? How can residents and road users initiate such maintenance?
Issue 4: Intersection of Bendigo Domain Village and McIvor Highway

Description
T-intersection providing access to Bendigo Domain Village.

Highway speed at this point: 90km/h
Turning lanes: Yes, right-turn east-bound.
Joining lanes: No
Intersection lighting: Yes, good lighting.

Identified problems
- Conflicts between slow-moving local traffic and through traffic along McIvor Highway travelling at 90km/h.
- Road surface quality due to construction and engineering issues dating back many years and impact of construction vehicles entering and exiting Village.
- Road debris, especially from construction vehicles.
- Inadequate footpaths and crossing points to meet needs of pedestrians and motorised scooters.

Questions for discussion
- Can a "joining lane" be provided along McIvor Highway west of Domain Avenue to allow slow moving local traffic to gain speed to merge with McIvor Highway through traffic?
- Who is responsible for footpaths along McIvor Highway in this area, and between Domain Village and the Junortoun Post Office and General Store?
- What is being/will be done to address road surface quality at this location?
- Which agency is responsible for road-sweeping and removing debris at this point? How can residents and road users initiate such maintenance?
Issue 5: Intersection of St Vincents Road and McIvor Highway

Description

T-intersection of St Vincents Road and McIvor Highway. Used by vehicles accessing Catholic College Bendigo and substantial residential area including McIvor Forest Estate.

Many school buses use this intersection between 8am and 9am, and also between 3pm and 4pm, as well as at other times.

Intersection is located on a bend. The crossing point is wide at this location and there is no assistance for pedestrians or cyclists to cross McIvor Highway, e.g. to access Post Office and General Store.

- Highway speed at this point: 90km/h
- Turning lanes: Yes, right-turn east-bound, also left-turn west-bound.
- Joining lanes: None
- Intersection lighting: Yes, good lighting.

Suburban growth and future developments at Catholic College will further increase the use of this intersection.

Identified problems

- Many bus movements, conflicting with through traffic
- No crossing point to Post Office and General Store at this location
- No footpaths in this area
- Unsealed access roads and poor signage to new estates on north of (Halter Court, Pinnacle Place)
- Poor connection to O’Keefe Rail Trail for CCB students. Opportunity to improve segregated walking/cycling track in front of CCB.
- Access path for pedestrians along McIvor Highway between St Vincents Road and Atlas Road (west) is unclear.
- A PTV bus stop in this location is desirable.

Questions for discussion

- Should the speed limit be set to 60km/h along McIvor Highway outside the school during arrival and departure times?
- Would VicRoads consider constructing a joining lane (west-bound) to assist vehicles to enter McIvor Highway?
- What assistance can be provided at this point to assist pedestrians to cross the highway?
- What plans does VicRoads have to improve access to Post Office and General Store and current and future subdivisions on north of highway (Halter Court, Pinnacle Place)?
- Can VicRoads ensure plans for this area include provision for a future PTV bus stop?
Issue 6: Rodilisa Garden Supplies and Cashens Road

Description
Access road to destination commercial premises (garden supplies store) and T-intersection with local road.

- Highway speed at this point: 90km/h (Rodilesa). 100km/h (Cashens Road).
- Turning lanes: None
- Joining lanes: None
- Intersection lighting: None

Identified problems
- Conflicts between slow-moving local traffic and through traffic along McIvor Highway travelling at 100km/h. No turning lanes.
- Poor visibility turning out of Cashens Road.
- Road debris, especially from vehicles departing garden supply premises.

Questions for discussion
- Is 100km/h speed appropriate for intersection with Cashens Road?
- Should turning lanes be provided at Cashens Road?
- Which agency is responsible for road-sweeping and removing debris at this point? How can residents and road users initiate such maintenance?
Issue 7: Wilkie Road: a major route to Strathfieldsaye

Description
T-intersection of Wilkie Road and McIvor Highway. Used by a significant volume of vehicles travelling to/from Strathfieldsaye, especially to access schools, shops, services, neighbourhood centre.

- Highway speed at this point: 100km/h
- Turning lanes: None
- Joining lanes: None
- Intersection lighting: None

Identified problems
- Conflicts between slow-moving local traffic and through traffic along McIvor Highway travelling at 100km/h. No turning lanes.

Questions for discussion
- Is 100km/h speed appropriate for intersection with Wilkie Road?
- Should turning lanes be provided at Wilkie Road?
Issue 8: Somerset Park Road

Description
T-intersection of Somerset Park Road and McIvor Highway. Bus stop near this intersection.

- Highway speed at this point: 100km/h
- Turning lanes: None
- Joining lanes: None
- Intersection lighting: None

Identified problems
- Conflicts between slow-moving local traffic and through traffic along McIvor Highway travelling at 100km/h. No turning lanes.

Questions for discussion
- Is 100km/h appropriate for this intersection?
- Can better access be provided for pedestrians accessing the bus stop at this point, including assistance crossing McIvor Highway?
Issue 9: Popes Road

Description
T-intersection of Popes Road and McIvor Highway, used to access hotel, CFA and residential areas north of highway. Located adjacent to Homebush Drive (west). Bus stop nearby.

- Highway speed at this point: 90km/h
- Turning lanes: None
- Joining lanes: None
- Intersection lighting: poor. One street light nearby.

Identified problems
- History of vehicle crashes at this location.
- No assistance for pedestrians crossing the highway at this location.
- Visibility of intersection along highway is obscured by crest to the immediate east of the intersection.
- No lighting over intersection. One street light nearby.

Questions for discussion
- Is 90km/h an appropriate speed for this location?
- Would VicRoads consider improved lighting of this intersection?
- Could safety improvements be made to assist pedestrians to cross McIvor Highway at this point?
Issue 10: Pepperton Place, Domenica Drive and Homebush Drive (east)

Description
Intersection of highway and three local access roads which lead to residential estates. Intersections are generally well-let, with turning lanes and good visibility. A model for other intersections along the highway!

- Highway speed at this point: 100km/h
- Turning lanes: Yes
- Joining lanes: No
- Intersection lighting: Very good.

Identified problems
- Conflicts between slow-moving local traffic and through traffic along McIvor Highway travelling at 100km/h.
- A PTV bus stop at this location is desirable.
- No assistance for pedestrians crossing the highway at this location.

Questions for discussion
- Is 100km/h an appropriate speed for this location?
- Could safety improvements be made to assist pedestrians to cross McIvor Highway at this point?
- Would VicRoads consider planning for a PTV bus stop at this location, with appropriate footpath connections to support local pedestrian access?
Issue 11: Bennetts Road and Alexander Road

Description
Intersection of highway and Bennetts Road and Alexander Road, located on bend. Visibility along Highway is obscured by bend.

- Highway speed at this point: 100km/h
- Turning lanes: None
- Joining lanes: None
- Intersection lighting: None.

Identified problems
- Conflicts between slow-moving local traffic and through traffic along McIvor Highway travelling at 100km/h.
- Poor visibility due to location of intersection on bend. No turning lanes to support vehicle access.

Questions for discussion
- Would VicRoads consider installing turning lanes, joining lane and intersection lighting to improve safety at this intersection?