

Melbourne Road and Kilmore Road, Gisborne

Intersection upgrade

Survey and consultation summary

November 2019



Introduction

In June 2019, the Victorian Government announced \$12.5 million to upgrade the intersection of Melbourne Road and Kilmore Road, Gisborne.

Melbourne Road is a main connection from Gisborne to the Calder Freeway and onto Melbourne. The intersection is a major entry point to Gisborne from the growing north-east communities of Riddells Creek, Monegeetta, Romsey and Lancefield.

The intersection is located on a bend and has poor visibility making it difficult for traffic to enter and exit Kilmore Road safely. In addition, it lacks connections for pedestrians and cyclists and can be difficult to navigate for drivers unfamiliar with the area.

Why we engage

This project is funded over a three-year period from July 2019. Regional Roads Victoria (RRV) knows that speaking to locals and residents gives us a better understanding of how they use the road and how they would like to use the road. When we have these local in-sights we can design a solution that best meets the needs of the community.

How we engaged

The first round of community consultation took place in August and September. We'll be having on-going conversations with stakeholders including community groups and Macedon Ranges Shire Council throughout the planning period.

We launched an online survey on 15 August 2019 and this was open until 29 September 2019. On 19 September, we held a community drop-in session at the Gisborne Community Centre Hall.

We also received several email submissions and these are being considered alongside survey data. This summary focuses on responses received through the survey.



40+ people attended the drop-in session



390 respondents completed the survey



46,417 people reached via Facebook



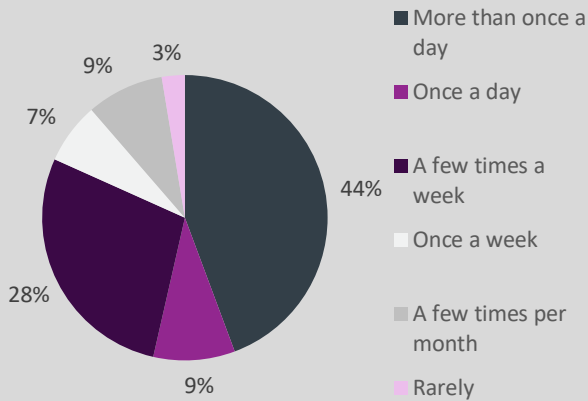
132 comments made on our Facebook posts

Who talked to us

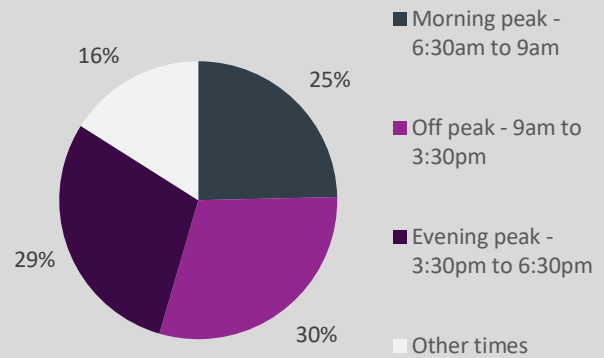
More than 80% of survey respondents were residents from Gisborne and New Gisborne. Most use the intersection at least a few times a week.

The majority of respondents use a car as their primary form of transport through the intersection. Walking and cycling are the second and third most common forms of transport at this intersection, respectively.

How often do you use the intersection?



When do you use the intersection? (choose all that apply)



What you told us

At this early stage of the project we wanted to hear from locals about how they use the intersection today and how they would like to use it in the future.

Survey respondents were asked to tell us about issues they have experienced. Each issue was tagged and then categorised under a theme. The top three themes raised were accessibility, traffic flow and safety.

Accessibility

This theme was mentioned in 46 per cent of comments. Most of these comments concerned getting in and out of Kilmore Road.

Two other key accessibility issues were pedestrian access, particularly across Hamilton Street, and exiting the service lane along Henry Howey Reserve.

Traffic flow

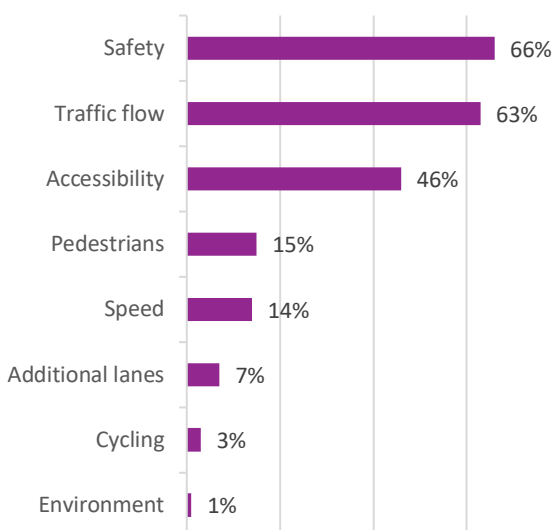
Traffic flow was defined by comments that discussed delays, congestion and high volumes of vehicles. 63 per cent of respondents commented on traffic flow.

Safety

66 per cent of respondents mentioned they had witnessed or experienced safety issues. Some respondents said they did not feel safe generally while others specified what had made them feel unsafe including:

- Right-hand turns
- Poor visibility or lighting
- Near misses
- Crashes
- Slope and angle of road.

Themes



Other issues

Several other issues were raised in the survey:

- Speed
- Providing dedicated turning lanes
- Better on and off-road cycling infrastructure
- Parking
- Heavy vehicles
- Environment
- Existing road alignment.

All issues will be considered as we progress the project development. Once completed the designs will be available for comment.

Town entrance/gateway

60 per cent of respondents are interested in exploring a town entrance/gateway as part of the project development. Key topics identified include the existing bluestone bridge, heritage and environment.

We will explore these features as part of the design process. Decisions will be based on which design best meets the needs of the community.

Bluestone bridge

Several members of the community told us they object to any changes to the existing bridge. However, we know the bridge will need to be widened for any intersection upgrade and this will include strengthening and rebuilding its foundations.

We'll maintain the current function of the bridge and existing heavy vehicle limits to ensure continued use by local traffic.

The bluestone that is removed from the bridge will be thoughtfully re-used and we are currently exploring options. There is support from survey respondents to re-use the bluestone in various physical features in and around the intersection.



Bluestone bridge



Melbourne Road & Kilmore Road intersection, Gisborne

Heritage

Before community consultation started, we had a good understanding of the Gisborne community’s respect and affection for heritage. This was confirmed by some community members in the survey and at the drop-in session.

The project is not expected to have any impact on existing heritage listed sites. We have engaged an independent consultant to assess heritage values in the project area.

We’ll also be carrying out cultural heritage studies along Bunjil Creek to ensure we avoid or minimise impacts to possible Indigenous heritage in the area.

Environment

We also know that Gisborne locals care a lot about their environment. We’ll be undertaking flora and fauna assessments to identify local species and minimise our impact to them.

Once we have a completed design, we’ll have a better understanding of the impacts of the project on nearby trees. During the detailed design phase, we’ll work to avoid or minimise any impacts.

The final intersection design will include landscaping in consultation with Macedon Ranges Shire Council. There were 22 per cent of survey respondents who indicated they would like to be involved in the final landscape design.

These respondents will be kept up to date as we progress towards that stage of the project.

What happens next

Timing of the project

Many people also had questions or comments about the timing and duration of the project. The table below sets out the anticipated timeframe and we’ll keep you up to date as we progress.

Stage	Anticipated timeframe
Scoping & Design	October 2019 – March 2020
Concept presentation	Early – mid 2020
Service relocation	2020
Construction	2021 – 2022

The project will be constructed over two summer seasons because of the complexity of the intersection and Gisborne’s climate. This phasing will ensure the project is completed on time without significant delays due to weather.

We’ll keep you informed at each stage of the project and how it will impact you.

Get in touch

Call: 133 778 (RRV)

Write: 53 – 61 Lansell Street
East Bendigo 3550

Email: NRengagement@roads.vic.gov.au