

Road issues in Bon Street, Alexandra

Ms L Bonazzi
CEO
Murrindindi Shire Council

Cc: Murrindindi Shire Councillors

Dear Ms Bonazzi

I write on behalf of the residents of Bon Street, Alexandra who wish to highlight the inadequate road conditions in Bon Street. The main issues include:

- narrow road surface width making passing difficult;
- poor shoulder condition due to vehicles needing to move off the bitumen surface; and,
- excessive traffic flow, including heavy vehicles, due possibly to insufficient Over Dimensional (OD) signage.

This submission, together with a petition was distributed to 40 Bon Street residential addresses for comment. 13 written responses were received, as well as 5 verbal comments that supported improving the condition and traffic flow in the street. The written petition responses are attached with this submission.

Note: This document contains directional references. For example, a northern reference indicates viewing the area looking in the direction of the football ground or the CFA facility.

1. Roadway width issues

The data below shows roadway and shoulder widths as well as vehicle widths for random small family car and 4x4 examples.

Street Data

	Location		Shoulder width (metres)
Bon St width	Kellock Lodge	4.10 metres	2.70 / .90 ¹
	Middle (#'s 28 & 29)	4.50 metres	1.20 / .90
	Grant St end	4.50 metres	1.20 / 0 ²
Perkins St width	Shire offices	6.60 metres	2.40 each side for parking
	Middle	6.60 metres	2.40 each side for parking
Nihil St width	Primary school	6.40 metres	2.40 each side for parking
Shamrock St width	Cnr Bon St	5.90 metres	0 / 0 ² (kerbing & nature strip)
John St width	Cnr Bon St	5.60 metres	0 / 0 (nature strips)

¹ To kerbing on northern side between Shamrock and Station Streets

² No shoulder due to kerbing

Vehicle Data (Source www.carsguide.com.au)

Vehicle examples:	2016 Nissan Navara 4x4 Dual Cab	2021 Ford Ranger 4x4 Dual cab	2015 VW Golf Sedan
Width	1.85 metres	1.98 metres	1.80 metres

- a. The roadway width in Bon Street varies between 4.1 and 4.5 metres and with the average car width at 1.88 metres and allowing for 300mm clearance on the shoulders, it only leaves 300mm between vehicles. This is clearly a dangerous situation and on most occasions forces a driver to cross the shoulder, which are often a series of potholes. These seem to receive frequent repair, but the repair method is far from satisfactory and the potholes quickly reappear.
- b. Roadway widths were measured in two other streets in town that have similar traffic flows, as well as two streets adjacent to Bon Street, John and Shamrock Streets. Both of these latter streets clearly do not have the same traffic volume as Bon Street, but Shamrock Street for example is around 1.5 metres wider than Bon Street. Even without the space allowed for parking on each side of those streets, the difference is quite considerable.
- c. The narrow shoulder is an issue that also affects visitor parking at Kellock Lodge. The roadway section along the front boundary underwent widening works some years ago and created parking spaces for visitors. Whenever that area is filled, visitor parking then needs to use the southern side of the street, again reducing the safe traffic flow.
- d. Another issue is the work done at the Grant Street end some years ago (between John and Grant Streets) where kerbing was installed on the southern side, completely eliminating the shoulder. During rain events, the kerbing/gutter is completely ineffective, as the fall in the nature strip goes straight to the footpath. This kerbing design exacerbates the traffic issues and it does appear that previous road design considerations for Bon Street have not factored in the daily traffic needs of the streets residents.

2. OD Routing

- a. Green, William and Station Streets together form the OD route around the town, however poor siting and deteriorated OD signage could well be the cause of increased traffic along Bon Street. The general belief is that this may be due to motorists missing the OD signage into Green/William Streets and simply choosing the next street which is Bon Street. The OD sign in Aitken Street (Pic 1) directing oversized vehicles often seems to blend with the background of the street and the actual "OD 22" sign is so small that it is entirely possible to miss it.



Pic 1. Aitken Street at Taylor Street looking east.

- b. As traffic approaches the OD turnoff into Green Street, the OD signage becomes even harder to see due to the small size (Pics 2 & 3).



Pic 2. Aitken Street approaching Green Street



Pic 3. Aitken Street near Green Street

c. The reverse route also has some issues when accessing the OD from the Goulburn Valley Highway. The small OD signage on the Goulburn Valley Highway directs traffic into Station Street which then travels in a northerly, then westerly direction around the town. There are no OD directional signs on Station Street until traffic arrives at William Street (Pic 4), a distance of approximately 1 kilometre. It could be construed that traffic may think the next street (Bon) is in fact the OD route.



Pic 4. Station Street at Bon Street.

d. The result is all types of vehicles use Bon Street to get through to the GV Highway, from cars through to all sizes of trucks, semi-trailers, and on occasions B doubles have also used the street. Large truck heights often results in damage to the trees and debris on the road surface.

e. Other events tend to contribute to a huge increase in traffic, such as the speedway and the Truck Show. In particular, this year the truck show traffic detour from the B340 Maroondah Highway entirely missed the OD route and was directed down Bon Street where traffic flow started at 0400 on the day. We also see a heavy traffic flow from large vehicles with enclosed trailers during speedway events, frequently at speeds considered inappropriate for the roadway conditions.

All of these issues are of concern for Bon Street residents. As the town continues to grow and attract both new residents and visitors, this could see additional traffic volumes increase.

The residents of Bon Street seek to make this representation to Council to investigate traffic flow and roadway condition issues in Bon Street. While there is recognition that road authority may be shared with VicRoads, the focal points are to allow for safer conditions for cars passing in different directions and the feed of traffic along the OD route where applicable. The safety of residents remains a major factor and Council intervention may lead to safer traffic conditions

Suggested options to consider include:

- Ensuring the roadway width is consistent with normal street specifications. There appears adequate room along the northern side of the street to do this;
- Review of shoulders and kerbing; and
- Improving the OD signage in each direction to the OD route.

The attached petition from Bon Street residents shows a common solidarity to see improvement in the conditions, safety and operation of the roadway.

We hereby request that these matters be investigated and the traffic needs in the area be given proper consideration.

Yours sincerely,



Gerry and Jane Laws (on behalf of Bon Street Residents)

29 Bon Street, Alexandra VIC 3714

M: 0432 686 445

E: donrue@southernphone.com.au

Attachment: Petition of the Residents of Bon Street, Alexandra.