

Victoria 2026-27 Black Spot Program

Project Name	Problem Description	Project Description	Australian Gov't funding
Albert Street Daylesford Realignment	Albert Street Daylesford was the site of a multi-fatality in November 2023. This application is in response to this as Council seek a long-term safety upgrade to the area.	Close Albert Street at the intersection with Midland Hwy. Install priority raised crossings, intersection reorientation, lighting improvements, pedestrian separation and other supporting treatments.	\$1,064,700
Princes Highway / Conns Lane, Birregurra	Vehicles from Conns Lane failing to stop at the intersection, causing serious crashes at the Princes Highway, trying to take through right turns into Princes Highway.	Close median on Princes Highway and install safety barriers, signage, linemarking and other supporting treatments.	\$2,300,000
Botanical Avenue, Wallan	Due to the ongoing development in the area the traffic volumes have been increased significantly. Without formalised pedestrian crossings the community is having trouble accessing the parks and other facilities in the area.	Construction of a shared user path crossing and a raised pedestrian priority crossing, lighting upgrades, delineations and other supporting treatments.	\$260,000
Rosamond Road / Highpoint Shopping Centre Northern Access Intersection upgrade	The present right-turn movements (south to east) are partially controlled and the intersection has a history of crashes resulting in serious injuries to drivers. Council seeks to fully control the right turn to address this issue.	Implement a fully controlled right turn on Rosamond Road northbound approach, including lengthening the right-turn lane at the Rosamond Road northbound approach and other supporting treatments.	\$272,000
Pattersons Road/Tuckers Road, Clyde - Implementing Fully Controlled Right Turns	The intersection has experienced several crashes involving right-turning vehicles failing to give way to oncoming traffic, highlighting a significant safety concern.	Implement a signal phasing modification to fully controlled right turns on all approaches.	\$68,000

New Street, Brighton – 50 km/h Speed Limit	Our annual review of crashes on local roads throughout the municipality found that there have been a significant number of crashes along New Street. The crashes occurred along the entire street from Beach Road to Nepean Highway.	Implement a speed limit reduction to 50 km/h and install raised safety platforms and other supporting treatments.	\$629,000
Sturt Highway (Deakin Avenue) / Eleventh Street, Mildura	Vehicles failing to give way to pedestrians crossing during green pedestrian phasing.	Implement signal phasing modification – early start for pedestrians.	\$127,260
Ringwood Street north of Ringwood Bypass – Road and Pedestrian Improvements	Lane definition, speed and pedestrian issues. Poorly defined lanes and speeding increase the risks of sideswipe crashes and right-turn crashes impacting the ability to access to side streets and properties. There is a pedestrian crash history at Notlen Street and Loughnan Road.	Improve lane delineation, install a pedestrian refuge and consider a speed limit reduction to 50 km/h. At Loughnan Road signals, modify turns in approach lanes and install a Give Way to Pedestrians signal.	\$509,000
Rosamond Road/Highpoint Middle Access Road, Maribyrnong – Intersection upgrade	The present right turn movements (south to east and north to west) are partially controlled and the intersection has a history of right-through crashes resulting in serious injuries to drivers. Council seeks to fully control the right turn to address this issue.	Install a fully controlled right turn for both the south and north approaches and a bus right-turn lane with bus-actuated jump phases, install a raised crossing at White Street as well as other supporting treatments.	\$470,000
Arundel Avenue / Finton Grove, Reservoir	Four crashes occurred 2019–2023, with one serious injury. Most happened during weekday, afternoon peaks, mainly due to failure to give way on Arundel Avenue. Sight lines are blocked by trees/parking; traffic is heavier on Arundel Avenue, heading towards Johnson Street.	Install a mountable mini-roundabout, painted splitter islands, raised safety platforms, signage, lighting upgrades and other supporting treatments.	\$279,000

The Crescent, Sassafras	All the crashes were crossroad collisions (occurring in dry daylight conditions. Drivers have been failing to stop at the intersection, leading to collisions with oncoming traffic along Mount Dandenong Tourist Road.	Install a raised safety platform on The Crescent at Mount Dandenong Tourist Road as well as other supporting treatments.	\$150,000
Harkaway Road/Boundary Road, Harkaway – Intersection Upgrade	The intersection has been identified as a safety concern due to recurring incidents where drivers fail to stop when approaching the main road or travel through the intersection without yielding at intersection.	Install a raised safety platform, modify centre island, install lighting and other supporting treatments.	\$169,700
Grant Street / Walker Street Roundabout	Grant Street is a high-volume collector road that is straight, wide and encourages higher speeds. Walker Street provides the impression it is the through road. At peak periods it is difficult to find a gap in traffic, contributing to crashes.	Install a roundabout and other supporting treatments.	\$945,000
Wattle Street / Myrtle Street, Thomastown – Roundabout	The general crash trend at the intersection of Wattle Street and Myrtle Street is linked to poor definition of intersection control, higher than desirable vehicle operating speeds and poor adherence of vehicles to the Give Way control on Myrtle Street.	Install a roundabout and other supporting treatments.	\$505,000
Findon Road, Epping - Roundabout and left-in/left-out/right-in intersection	Findon Road between Epping Road to Glendale Avenue is a blackspot with 15 casualty crashes. This is linked to the speed limit of 70 km/h, volume of traffic on Findon Road and poor gap selection at intersections.	Install a roundabout at the intersection of Findon Road and North Haven Drive, and a left-in/left-out/right-in treatment at the intersection of Findon Road and Healey Drive, and other supporting treatments. Consider a speed limit reduction to 60 km/h.	\$1,240,000

Marshalltown Road / Drews Road, Marshall – wombats and a roundabout	The wide intersection operates unsafely with driver hesitation and poor decision-making, leading to failed gap selection, frequent near misses, and a history of crashes, increasing safety risks and inconsistency with Safe System principles.	Install a roundabout with raised priority crossings, tactile paving, signage lighting and other supporting treatments.	\$1,263,000
Eastern Beach Road / Hearne Parade / Garden Street, Geelong – roundabout with wombats	The Eastern Beach Road/Hearne Parade intersection is hazardous, with no safe pedestrian crossings, high traffic speeds, and past crashes involving vehicles and a motorbike from drivers failing to give way, posing risks to high pedestrian use.	Install a roundabout, raised priority crossings, lighting and other supporting treatments. Consider speed limit reduction to 40 km/h.	\$1,557,000
Eurambeen – Streatham/Mt Willam Intersection Upgrade	Currently the Eurambeen-Streatham/ Mt William Road intersection is orientated in a way which promotes linear travel across a link road within the shire.	Install a staggered T intersection and other supporting treatments.	\$856,800
Darraweit Road, Wallan (Old Sydney Road)	Darraweit Road is a high-risk high-volume road. Due to poor road alignment and the unforgiving road environment, there has been three serious injury crashes including two head-on and one run-off road crashes.	Install Active Curve Warning Signs, centreline audio tactile line markings, delineation upgrades and other supporting treatments.	\$248,000
Goulburn Valley Highway – Continuous Barriers Union Road to Devine Road	The road is lined with mature trees and irrigation channels which combined with high speeds and high traffic volume present a significant roadside hazard. In the eligible period there has been two fatality crashes and one other injury crash.	Install and upgrade safety barriers, audio tactile line marking and other supporting treatments.	\$2,931,000
Basin-Olinda Road – Guideposts	Multiple run-off-road crashes. Heavily forested on each side, with a steep drop-off. This area has seen multiple serious injury crashes in the past five years of crash history.	Install guideposts.	\$22,000

Victoria Street/Sturt Street/Yaldwyn Street East Intersection, Kyneton	Wide traffic lanes: Sturt Street and Yaldwyn Street East have very wide traffic lanes that encourage drivers to travel at higher speeds, reducing the perception of risk, leading to reduced caution when turning out onto Victoria Street.	Install pedestrian refuge island, splitter island, signage, line marking, lighting upgrades, kerb and channel. Modification of pram ramps and other supporting treatments.	\$152,000
Darraweit Road, Wallan (Pretty Sally Drive)	This is the Shire's second busiest road and currently lacks safe turning treatments, creating significant safety risks. Pedestrians do not have safe crossing points and there is a strong need for an off-road shared-user path to accommodate vulnerable road users.	Install pedestrian refuge islands, median turn lanes, shared user path, lighting, signage, line marking and other supporting treatments.	\$1,293,000
Point Lonsdale School Crossings	School crossings don't have a 24/7 priority pedestrian crossing at the Point Lonsdale school crossings at both sites.	Install raised priority crossings and other supporting treatments.	\$1,013,000
McGregor Street / Dank Street / Patterson Street, Middle Park	There is a see-through effect along McGregor Street. The curvature on Patterson Street and parked vehicles restricts sight lines from McGregor Street approaches to oncoming traffic. High vehicular speeds along Patterson Street	Install raised priority crossings, kerb outstands, lighting upgrades and other supporting treatments.	\$634,000
Shell Road, Ocean Grove – raised crossings along Shell Road	High traffic volumes with two schools, a shopping centre and a key collector road create safety risks, with frequent crashes, speeding at school times, and drivers failing to stop at the school crossing.	Install raised priority crossings, lighting, line marking and other supporting treatments at two Shell Road roundabouts. Replace the existing school crossing near Ashcomb Lane with a raised priority crossing.	\$1,342,000

Mandalay Circuit / Golf Links Drive, Beveridge	There have been several casualty crashes in the Mandalay Circuit and Golf Links Drive area in Beveridge, primarily attributed to driver behaviour and a lack of effective traffic calming measures.	Install raised priority crossings, raised safety platforms, speed cushions, delineation and other supporting treatments.	\$1,156,000
Nelson Place, Williamstown	It appears there are a variety of crashes involving vulnerable road users with speed being the major contributing factor. As it is a high-activity area, measures to reduce vehicle speeds are likely to result in positive road safety outcomes.	Install raised priority crossings, signage, line marking and other supporting treatments.	\$287,000
Kilgour Street / Garden Street, East Geelong – wombats on existing roundabout	The Kilgour Street/Garden Street roundabout is hazardous, lacking safe crossings and attracting high speeds. Most crashes are due to failure to give way, including three cyclists hit and vehicle-motorbike collisions. Identified as high-risk via Victorian Department of Transport and Planning tools.	Install raised priority crossings, tactile paving, signage, lighting, line marking, and other supporting treatments at the Kilgour Street/Garden Street roundabout.	\$1,105,000
Wood Road Raised Safety Platforms Projects	Speeding is common, with the route being used as a common cut-through route and the presence of median changes throughout the road, the nature of the crash-trend highlights the issues mentioned.	Install raised safety platforms and other supporting treatments.	\$377,429
Old Wilby Road / Channel Road, Yarrowonga	There is a lack of conspicuity of the intersection from Old Wilby Road. The Channel Road traffic selecting gaps at a distance from the intersection with obstructed sight lines. These are high-speed roads with a reduced ability to avoid crashes.	Install raised safety platforms on Channel Road, change give way signs to stop signs, kerb and channel, signage, delineation, lighting and other supporting treatments. Consider speed limit reduction to 80 km/h.	\$651,000

Mitford Street / Dickens Street, Elwood	The wombat crossings have shallow ramps. Motorists were observed travelling through the roundabout at high speeds. The road is not conducive to the 40 km/h speed limit. Trees, power poles, and parked cars restrict sight lines to oncoming cyclists.	Install raised safety platforms on Mitford Street approaches, modify central roundabout island and other supporting treatments.	\$287,000
Taylor's Road, Tenterfield Drive and Watervale Boulevard, Taylor's Hill	The consistent pattern of incidents is associated with vehicles approaching the roundabout at high speeds, which limits drivers' ability to react, leading to loss of control or failure to give way is a serious safety concern to all road users.	Install raised safety platforms on Taylor's Road approaches and other supporting treatments.	\$145,000
Guildford Crescent, Narre Warren – Flat-Top Speed Humps	The street has a long-standing issue with speeding as demonstrated in the latest traffic survey results. Several crashes have also occurred over the years which further emphasises the need for action.	Install raised safety platforms, lighting and other supporting treatments.	\$251,328
Lithgow Street, Beveridge	It has been identified as a high-risk area for crashes and unsafe pedestrian movements. Between 2018 and 2023, one fatal crash was recorded. Contributing factors include the lack of pedestrian facilities, poor lighting and excessive vehicle speeds.	Install raised safety platforms, Pedestrian Operated Signals, shared user path extension, lighting and other supporting treatments. Consider a speed limit reduction to 50 km/h.	\$1,569,000
Torquay Town Centre	Growth in traffic, pedestrians and cyclists in the tourist town centre of Torquay combined with high operational speeds and limited pathways/cycle lanes has led to growing numbers of injury crashes.	Install raised safety platforms, raised intersection, area-wide speed limit reduction to 40 km/h and other supporting treatments.	\$1,029,000
Tanti Avenue, Mornington between Nepean Highway and Esplanade, Mornington	Community reports of high operating speeds, inconsistent road environment and cross-sections, and missing pedestrian priority crossings create safety concerns.	Install raised safety platforms, raised priority crossings and other supporting treatments. Consider speed limit reduction to 50 km/h.	\$528,000

High St between Frankston-Flinders Road and Salmon Street, Hastings	Lack of safe pedestrian crossing facilities resulting in movement conflicts between motorised traffic and vulnerable road users.	Install raised safety platforms, raised priority crossings, at-grade zebra crossings, and other supporting treatments.	\$754,000
Gilbert Road, Reservoir (Between Union Street and Edwardes Street)	Fifteen crashes (one fatal, three serious) occurred over five years, mostly on weekdays in dry, daytime conditions.	Install raised safety platforms, raised priority crossings, buffer bicycle lanes, green bicycle overlays at intersections, kerb outstands and other supporting treatments. Consider a speed limit reduction to 40 km/h and parking bans near intersections.	\$1,601,000
Anglesea Town Centre	Pattern of motorcycle and vulnerable road user crashes in the precinct with higher than desirable operational speeds, limited footpaths and a rural nature of network contributing to risk. High numbers of tourist drivers, walkers and cyclists are also present.	Install raised safety platforms, raised priority crossings, raised intersection treatments, area-wide speed limit reduction to 40 km/h and other supporting treatments.	\$695,000
Bentons Road, Mornington	High intersection approach speeds resulting in reduced cyclist and pedestrian safety.	Install raised safety platforms, signage at Shared User Path and other supporting treatments.	\$323,000
Dromana Parade between Nepean Highway and Victoria Street, Safety Beach	Dromana Parade has the right of way for the entire length of the road within the subject area, reportedly leading to speeding (above the posted 50 km/h).	Install raised safety platforms.	\$623,000
Landscape Drive, Mooroolbark – Raised safety platforms	Landscape Drive sees speeds of over 50 km/h in a posted 40 km/h zone, directly adjacent to a primary school. Concerns have been raised as to the speed of vehicles, from both residents and school staff.	Install raised safety platforms.	\$182,000

Cape Otway Road, between Mathisons Road and Gherang Road/ Buckley Road South, Wurdiboluc	The route has experienced a high incidence of fatal and serious injury crashes. Identified issues include excessive motorist operating speeds, roadside environment that offers limited recovery opportunity and unsafe overtaking manoeuvres.	Install safety barriers at high-risk locations, audio-tactile linemarking, double barrier line marking between Dysons Lane and Parish Lane, driveway/intersection sealing and other supporting treatments.	\$701,000
Crows Road / Russells Road Intersection, Woodend North	Lack of safety barriers in a high-speed environment, increasing the risk of severe crashes. Signage for westbound and northbound motorists is inconsistent, and visibility is also limited by a vertical crest, resulting in reducing sightlines.	Install safety barriers with motorcycle rub rails, construct road shoulders, install flashing/advanced warning signs, line marking and other supporting treatments.	\$236,250
Arthurs Creek Road / Hurstbridge Arthurs Creek Road, Nutfield / Arthurs Creek	Arthurs Creek Road/Hurstbridge–Arthurs Creek Road had 22 crashes (9 serious) between 2019 and 2023. These were mostly run-off-road crashes. Narrow, winding road with poor sightlines, no shoulders, 100 km/h limit, roadside hazards, and pedestrian or public transport facilities.	Install safety barriers with rub-rail, signage, shoulder sealing, intersection upgrades, flashing Give-Way signs, delineation and other supporting treatments. Roadside hazards removal and footpath linking.	\$1,250,000
Murrindindi Road, Murrindindi	There is a trend of run-off road crashes. The key issues are the presence of severe, unforgivable roadside hazards (e.g. trees and poles) and narrow lanes (less than 3 metres wide), making it difficult for errant vehicles to recover and increases severity of crash outcomes.	Install safety barriers, pavement widening, road formation widening and audio tactile edge line marking.	\$3,000,000
Station Road / Barries Road, Melton	One serious and three other injury accidents at the intersection are associated with speed.	Install safety barriers, raised safety platforms and other supporting treatments.	\$344,000

Loch Wonthaggi Road, Jeetho	This segment of road has experienced safety hazards related to its winding geometry, unsealed shoulders, insufficient delineation and high 85 th percentile speed. This is reflected by the recent four serious injury crashes as well as non-reported incidents.	Install safety barriers, shoulder and bellmouth sealing, delineation and other supporting treatments.	\$1,002,750
Princes Highway, Club Terrace	There have been 11 casualty crashes resulting in a fatality, four serious and six other injury crashes. The road is 100 km/h environment with sub-standard curves.	Install safety barriers, shoulder sealing, Curve Warning signs, Curve Alignment Markers, line marking and other supporting treatments. Resurfacing to improve skid resistance. Consider speed limit reduction to 80 km/h.	\$2,706,000
Barrow Street / The Avenue, Coburg - Intersection Safety Improvement	The intersection has experienced safety hazards with vehicles failing to reduce speed. This has caused three crashes where entering vehicles hit circulating traffic. Two crashes injured cyclists (one serious), showing the design inadequately protects vulnerable users.	Install speed cushions on approaches, lighting upgrades, line marking (including sharrows) and other supporting treatments.	\$99,000
Grubb Avenue / Wirilda Crescent, Traralgon	The following issues exist at the intersection: <ul style="list-style-type: none"> - students are crossing a busy road without crossing facilities - parked vehicles obstruct sight lines - narrow median on Grubb Avenue at Wirilda Crescent results in the right turn vehicles overhanging. 	Install zebra crossings, raised safety platforms, kerb outstands, lighting upgrades and other supporting treatments.	\$465,000
Inkerman Street, St Kilda	There are high traffic and pedestrian volumes and speeds. Right turners fail to give way to due to difficulty in selecting safe gaps. There are narrow traffic lanes, bike lanes and parking bays.	Provide pedestrian early start signal phasing at St Kilda Road intersection, linemarked buffers at bike lane, raised priority crossing with flashing lights east of Marriot Street and other supporting treatments. Consider speed limit reduction.	\$927,000

Box Street/Paperbark Street/Power Road - Intersection and Signal Upgrade	High injury crash rates at the intersection due to pedestrian activity, right-turn conflicts and red-light running. A steep 8% downhill on Power Road and no turning lanes on Box Street/Paperbark Street further increase risks.	Raise intersection, implement fully controlled right-turn phases on Power Road approaches and other supporting treatments.	\$345,300
Mont Albert Road (Burke Road to Elgar Road), Canterbury to Box Hill	Twenty-two casualty crashes occurred over five years to December 2023: one fatal, eight serious, 13 other injuries. Most happened on weekdays in dry daytime conditions. Eight involved cyclists not given way by vehicles. Crashes were scattered and considered isolated.	Reduce the speed limit to 50 km/h. Install electronic variable speed limit signs at school speed zone and other supporting treatments.	\$702,000
Coghlan Road, Phillip Island Road to Cowes-Rhyll Road, Cowes	The road carries cyclists and trucks. It has native fauna and is narrow with vegetation on both sides. The narrow pavement and roadside hazards make it difficult for all road users to share the space safely when motorists are travelling at speed.	Reduce the speed limit to 60 km/h, delineation and other supporting treatments.	\$74,300
James Street / John Street, Pakenham	Steep ramp to underground carpark resulted in pedestrian serious injuries as vehicles turning out have insufficient sightlines. The signalisation does not provide a head start for pedestrians and operates with a filtered right turn which increases the likelihood of pedestrian crashes.	Signal phasing modification – an early start for pedestrians, static warning signs, line marking and other supporting treatments.	\$50,000
Fifteenth Street and San Mateo Avenue, Mildura	Vehicles turning into path of pedestrian's movements.	Signal phasing modification to implement a pedestrian head start, install new lanterns and other supporting treatments.	\$148,000
Sturt Highway / Oak Avenue / Sheoak Avenue – Staggered intersection	The intersection is not well defined and has a see-through effect on side road approaches. This is reflective in the crossroad crash trend.	Stagger intersection, including pavement widening, lighting, associated line marking, signage and other supporting treatments.	\$2,273,000

Steiglitz-She Oaks Road, She Oaks	Steiglitz-She Oaks Road is a narrow 2-lane 2-way road, with a seal width of 5.2 metres in some locations. Trees are located close to the road. In 2025, three loss-of-control crashes occurred on a curve, resulting in two fatal and one other injury crashes.	Widen curve and improve superelevation. Install safety barriers, signage, delineations and other supporting treatments including roadside hazard removal.	\$1,801,000
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