



Road Safety

Merri-bek

Our ask:

Prioritise and invest in road safety for all road users, specifically:

- Take a corridor-based approach to improve safety along Murray Road
- Deliver safer speed limits and pedestrian operated signals on Moreland Road
- Fund a feasibility study and designs for safe and accessible active travel over Bell Street Bridge
- Deliver pedestrian operated signals on Elizabeth Street
- Deliver 'Speed on Green' traffic lights and red turning arrows on dangerous Sydney Road intersections.

A total of 1,974 crashes occurred in Merri-bek in the five years from 2018 to 2023. This included 12 crashes resulting in a fatality, 621 crashes resulting in a hospitalisation, and 1,341 crashes involving other injuries.

Merri-bek has the second highest number of crashes in the inner-Melbourne area (Melbourne 9 local government areas), with only the City of Melbourne being higher. Vulnerable road users are disproportionately affected by crashes on our roads with 600 crashes between 2018 and 2023 involving a pedestrian or cyclist. This represents approximately 30 per cent of all recorded crashes.

Hotspots include Sydney Road, Bell Street, and other arterial roads with vulnerable road users more likely to be injured in a crash at a marked intersection.

Council is also experiencing increased reports of safety issues around schools, particularly concerns around driver behaviour. Prioritising student safety requires the Victorian Government to take a partnership approach with local government, to implement a mix of policing and speed enforcement, upgraded infrastructure including signalised intersections, more school crossing supervisors and community education.

The *Moving Around Merri-bek Transport Strategy* provides a framework for how Council works to create streets where everyone feels safe and reduce the frequency and severity of crashes on our roads. With many roads and intersections in Merri-bek the responsibility of the Victorian Government, Council seeks a collaborative approach with the Department of Transport and Planning to implement safety initiatives in these areas.

The following are key road safety priorities in Merri-bek that will require a partnership approach and funding from the Victorian Government.

Murray Road, Coburg

Take a corridor-based approach to improve safety along Murray Road and around the Pentridge and Coburg High School areas for pedestrians and cyclists, particularly children travelling to school.

Murray Road is a high-risk arterial road in Merri-bek, with 23 crashes in the last three years, including five serious injury crashes requiring hospitalisation (between Sydney Road and Elizabeth Street). Improved safety on Murray Road should be a priority, particularly for the high number of school students walking and riding to school.

Moreland Road, Coburg

Deliver safer speed limits and pedestrian operated signals near Queen Street to improve safety on Moreland Road.

Moreland Road is a high-risk arterial road in Merri-bek, with 22 crashes in the last three years, including eight serious injury crashes and one fatality (between Sydney Road and Melville Road).

Bell Street Bridge, Coburg

Fund a feasibility study and designs for safe and accessible active travel options over Coburg's Bell Street bridge at the Nicholson Street intersection.

Pedestrians and bike riders, including a large and growing number of Coburg High School students, are at risk every day on and around Coburg's Bell Street Bridge.

Bell Street carries more traffic than any other road in Merri-bek, yet pedestrian access on Bell Street Bridge is significantly narrower than other equivalent bridges in the area. The risk area, including the Nicholson Street intersection and tram terminus, and the Elizabeth Street intersection, is notorious for traffic collisions. In 2021 a Coburg High School student was hit by a car in the risk area.

Elizabeth Street, Coburg North

Plan and deliver pedestrian operated signals near Goff Street to improve safety on Elizabeth Street, Coburg North.

Currently, there are no safe crossing points across Elizabeth Street between Murray Road and Bell Street. Providing a signalised pedestrian crossing would improve pedestrian and cycling access for students attending Coburg High School. It would also facilitate east-west cycling movements along a key Strategic Cycling Corridor linking Coburg and Preston Activity Centres.

Dangerous Sydney Road intersections, Coburg North

Deliver 'Speed on Green' traffic lights and red turning arrows on the most dangerous Sydney Road intersections north of Bell Street in Coburg North.

Sydney Road, north of Bell Street, is a high-speed and high-volume road environment. Council has received feedback from the community about frequent speeding incidents and non-compliance when pedestrians have a green walking lantern. The installation of speed cameras, that operate even when cars have a green signal, and red-turn arrows on the main Sydney Road intersections north of Bell Street would improve safety for all road users and make crossing busy intersections safer for pedestrians.